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ED SPEAK

Art is subjective, it's often said. And it's hard not to agree with that statement. After seeing Leonardo da Vinci's Mona Lisa on a school art trip, I'd openly admit I wasn't that impressed. He forgot to paint her eyebrows for starters! (Although I'd rather have that in my living room than a Damien Hirst exhibit.)

So yes, art is subjective and that rule applies to modifying too. As proven by this month's cover car, Matt Clifford's Porsche 911.

This car massively divides opinion. You just need to look at the comments it has provoked online. In one corner you've got the 'you've ruined a driver's car' argument and on the other, there are those who respect the amount of work gone into creating it – it's not a wrap, that lively has been painted on!

I am, of course, on the positive side of the fence. I mean, just look at it. It's drop-dead gorgeous and a vast improvement over stock. And to those who think the mods have destroyed the handling – have they? It has a wider track, more rubber, and brand new suspension so I'm sure, if push came to shove, it would hold its own over a standard example.

And to the purists: there are thousands of stock 911s left. So chill. It's not a turbo! Ironically, I've seen comments saying it would be better if it was.

See people, modifying is subjective. Love. Hate. Always respect.

Big Love,

Jules



SLIM JULES
EDITOR

*"My favourite artist?
Probably Michelangelo. The
Sistine Chapel is amazing!"*

Seventeen years in publishing including a spell as a paparazzi, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner-up, Race National B Licence holder.
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MIDGE
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*"I like Leonardo da Vinci
and unlike Jules I like
the Mona Lisa."*

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INITIAL G
ART EDITOR

*"I went to school with
Raphael. I lent him my
pencil once."*

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GLENDA
WEBSITE EDITOR

*"Erm, I guess it'll have to be
Donatello then. I like his
purple headband."*

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THE CARS

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 The word zeitgeist was invented for this car (probably).

Audi TTS **026**
 It was only a few months ago we featured Brendan's Mk1 TT! He's back with version two and it's an absolute beauty.

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 If you like your cars small, mean, and very green, you're going to love this Fiesta.

Infiniti G37 **064**
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 This might be a small BMW, but it packs a big punch. A 550bhp punch!



WILD CARD

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There was plenty of smoke without fire in Cov



POWER MAXED MOTOFEST COVENTRY

Photos Darren Skidmore & Callum Pudge

Record-breaking crowds pour into MotoFest Coventry to witness the first competitive motorsports held on a city centre circuit in almost 30 years...

Across the two-day Power Maxed MotoFest Coventry event visitor numbers topped last year's high of 130,000 as tens of thousands of show-goers flocked into the city. Those who gathered on the viewing galleries saw drivers from the British Automobile Racing Club's various championships do battle on the sprint circuit.

After two days of competition, the sprint legend that is Olly Clark – piloting The Gobstopper Impreza – took the top step, setting the new official MotoFest Coventry track record for completing the 1.6 mile Toyo Tires sprint circuit in just 69.64 seconds.

"The sprint competition proved a phenomenal success," said festival director James Noble. "It's fitting that we have a true motorsports legend in Olly as our first ever sprint trophy winner and lap record holder."

Over at the short oval circuit the action was also competitive, as Fueltopia's Formula G Championship's Champion of Champions event featured a timed shoot-out between 20 of its top drivers.

The weekend's bragging rights and trophy went to Ryan Milton and his MX5.

When not hosting the Formula G comp, the short oval was filled with smoke by the Drift Outlaws, who ensured there was plenty of sideways action throughout the weekend.

During the day, the sprint circuit also hosted demonstration from an array of magnificent machinery. Power Maxed brought their BTTC-sponsored competition car, with Senna Proctor

putting the Vauxhall Astra through its paces on the track.

The supercars were also out in force as the Supercar Driver Club made a crowd-pleasing first ever appearance at the event. Around 50 cars, including Lamborghinis, Bugattis, Ferraris and McLarens, took to the circuit for some fast laps before parking up in the dedicated super car paddock.

It was a great event and we can't wait for 2019! Roll the pictures...



The guy crossing the road had gotten a bit confused

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Honda	Civic Type R (FK8)	2017-	350x32	2-piece conversion	SG2FC2028	£888.00	£280.80
Mitsubishi	Lancer Evo 10	2008-2016	350x32	OE replacement	SG2F001	£768.00	£280.80
Nissan	GT-R (R35)	2011-	390x34	OE replacement	SG2F002	£1026.00	£378.00
Vauxhall	Astra VXR (J)	2012-	355x32	OE replacement	SG2F003	£768.00	£288.00
Vauxhall	Insignia VXR	2009-2017	355x32	OE replacement	SG2F004	£834.00	£288.00

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Hot Flach

Stop rubbing your eyes. You are actually seeing this. A Porsche 997 with the Flachbau treatment, gloriously reimagined as a retro endurance racer...



See how that grille almost smirks?



1 981 was a watershed year for the Porsche 911. This was when the SE-spec 930 Turbo was offered with the Flachbau option, an expensive and unusual alteration which replaced the front panels with a more sloping profile and pop-up lights. 'Flachbau' means 'flat construction'; these factory conversions are generally known in English as 'flatnose' or 'slantnose', and they've become a bit of an icon.

Slantnose options continued to be offered right through the 1990s, although they became so prohibitively expensive that fewer and fewer buyers ticked the box, until Porsche stopped offering

it altogether. To give you an example of how big a deal the slantnose is, in the USA (the biggest market for this sort of thing), a 964 Turbo S would have cost \$99,000 back in 1994. And the Flachbau conversion was an extra \$60,000 on top of that. Only 76 slantnose 964s were ever made. Hardly surprising that Porsche don't offer the treatment for new-wave watercooled 911s, then. Although, as you can see, that hasn't held the aftermarket back one bit...

This retro-futurist slantnose 997 is the brainchild of Matt Clifford, working with Reflex Auto Design – a company with its roots stretching back to the 1940s and a strong heritage of high-end Rolls-Royce and Aston Martin restorations. Today they're a leading light in the UK aftermarket scene, offering Liberty Walk and Pandem kits, stunning paint options, Revo tuning and much more besides.

This 997 acts as a showcase of their skills and, most importantly, proves their prowess as lateral thinkers. As Liberty Walk dealers, for example, it'd be easy to knock up an Instagrammable wide-arch Lambo or what have you. But instead they wanted to create something truly unique.

After a fair amount of head-scratching and quite a lot of meetings, the decision was made to build a 997-generation Porsche 911 with a Liberty Walk kit. But then, on discovery of the Old & New slantnose package, they immediately changed their minds.

Old&New are a Japanese brand whose tagline is 'Something different' (yup, no arguments there). Their online store lists the 997 Flachbau kit at ¥1,550,000, which is about £10,500 at today's exchange rates, plus you've got the hassle and expense of shipping the thing over here. But Reflex lucked out. Their mates at VAD Design just happen to be suppliers and importers of Old & New gear. So an order was placed and the project's fate was sealed.

For perfectionists like Reflex, it would never be enough to simply splash a pretty colour over the body and let the ostentatious new lines do the talking. No, this is a company which prides itself on world-class paintwork, so the finish had to be eye-catching and absolutely on-point.

A number of retro liveries were considered, with the aim of finding something appropriate to the old-and-new theme of the project, from the Hawaiian Tropic colours of the slantnose 935 racers to the Leyton House livery of the 962. The logical answer slotted neatly into place when they thought right back to the roots of the Flachbau. You see, 1981 wasn't just the year of the slantnose. It was the year in which development started on the Porsche 956, the iconic and unbeatable Group C race car.

Stefan Bellof set an astounding Nürburgring lap record in a 956 – 6:11.13 – with the car wearing Rothmans livery. With all of these nuggets of information shuffling into place, there was no question of which livery Reflex's 997 would wear: it had to be Rothmans.



On the rear, 13x19-inch Rotiform LVS splits covered in Yokohama AD08 rubber

“A cool modern interpretation of the classic gold magnesium BBS race car look”



HOT RIDES: PORSCHE 997

Of course, they couldn't just get a set of stickers made up and gum them on. That would defeat the whole objective of the exercise, wouldn't it? So those retro stripes you see have all been painstakingly painted on, using a combination of Ford Imperial Blue, Audi Misano Red, Audi Pearl White and Rolls-Royce Gold.

The amount of work that's gone into it is mind-boggling, and it really accentuates the lines of the kit, which is made up of bumpers, front wings, rear spoiler/engine lid, air ducts, rear arches, sideskirts, headlights, DRLs and fuel cap. The transformation over stock is total. The actual construct of the livery design was spearheaded by conceptual artist Khyzyl Saleem (aka The Kyza). Both the layout and the execution are flawless.

What may surprise you to learn is that the base car for this project was the humble Carrera 3.6, which makes its imposing appearance today all the more impressive. Matt was keen not to chop up a Turbo or something more valuable for the project, given that the impact was in the reworking of the basic lines of the 911. But that's not to say the car doesn't have the grunt to back up the menace. Even in stock Carrera form, you're looking at 340bhp and 0-62mph in under five seconds. And this monster really howls now thanks to a bespoke exhaust system from EMP Performance, engineered to expose all of its gorgeous welds to the world it leaves in its wake.

In terms of the car's overall aesthetic as well as the firm's customer base, fitting air-ride was a no-brainer. Having oodles of experience with Air Lift Performance hardware, the guys decided on a set of universal Air Lift struts and bags to engineer into the 997 chassis, all controlled by 3P management.

The install is in the front boot (as the back end's full of engine), with the 3P controller artfully moulded into the centre console. It airs out beautifully, the nose touching the ground, with the magnificent Rotiforms really filling the broad arches; they're LVS splits with hidden hardware, measuring 10x19 inches up front and a meaty 13x19 out back. A cool modern interpretation of the classic gold magnesium BBS race car look – and just imagine how sweet they'd be with turbofans!

They're hiding a beefy brake setup too. Forge providing a BBK and EBC packing in the uprated discs and pads. All of this would look a bit bonkers with a stock interior, so Reflex have worked their design and engineering magic here too.

A half-cage fills the rear, painted to match the exterior, while Recaro Pole Positions and Sparco harnesses stuff the front with because-racecar vibes. Capital Seating of Leicester provided the perches, and retrimmed the doorcards, dash and custom centre console in black Alcantara with red stitching for the glare-free racer functionality as well as a sniffer of the premium. Reflex painted the remaining plastics in glossy piano black.

This build is all about the details. Look at the nose dead-on and you'll see the low-mounted headlights, Le Mans-style, working in conjunction with the smirking grille to create a Pixar-esque face. The huge Recaro logo leads the eyes up towards the windscreen where those corresponding buckets are peeping through, your gaze passing the old-school bonnet louvres with the precision-marked

**"It's smart, cunning, beautifully crafted...
But most of all, it's just stone-cold
awesome. Cars like this encourage us all
to reach for the stars"**



**Yep, we'd say that
livery has been
comprehensively
applied**






Kenwood supplies the infotainment

Paddle conversion is trick



Recaro Pole Position seats, Sparco harnesses and Alcantara trim

stripes snaking around them. The rear is just as much of a visual feast, the arms of the spoiler shrugging as if to say, 'Why not?' While the mass of pipes below sits waiting, eager to assault your senses with its drum-popping noises.

The car is a spectacular tribute to the classic Porsche endurance racers of old, along with the ultra-premium optioned 930 road cars, while mixing in enough modern technological and stylistic tweaks to make this 997 totally relevant to the modern scene – regardless of whether the onlooker is aware of the history of Flachbau noses and Rothmans liveries or not. It's a car that's smart, cunning, beautifully crafted... But most of all, it's just stone-cold awesome. Cars like this are what makes our hobby great. They encourage us all to reach for the stars. Reflex haven't just built a Porsche here, they've built a masterpiece. 

STYLING

Old & New Flachbau (slantnose) body kit comprising bumpers, front wings, rear spoiler/engine lid, air ducts, rear arches, sideskirts, headlights, DRLs and fuel cap; Rothmans Porsche livery painted in Ford Imperial Blue, Audi Misano Red, Audi Pearl White and Rolls-Royce Gold.

TUNING

3.6-litre flat-six; custom EMP Performance exhaust system with exposed silencers and pipework; Tiptronic auto.

CHASSIS

10x19in (front) and 13x19in (rear) Rotiform LVS split-rims with hidden hardware; 265/30 (f) and 305/30 (r) Yokohama AD08R tyres; Air Lift Performance struts and bags with 3P management; Forge BBK with EBC discs and pads.

INTERIOR

Recaro Pole Position seats; Sparco harnesses; colour-coded half-cage; doorcards, dash and centre console retrimmed in black Alcantara with red stitching; interior plastics painted gloss piano black; Kenwood double-DIN headunit; Air Lift 3P controller moulded into centre console; paddle shift conversion.



Bespoke exhaust system from EMP Performance

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Wörthersee

IS IT WORTH A SEE? WE DON'T KNOW. BUT THE WEEKS BEFOREHAND ARE AMAZING

It's one of the largest single model car shows to be held anywhere in the world. Wörthersee GTI-Treffen, to give the event its full name, is a four day celebration of the Volkswagen GTI, held in Austria every year. What's it like? I have absolutely no idea. I've never been.

I have, however, like countless others, been in the region in the weeks before the GTI-Treffen. This is the real Wörthersee, you see. Thousands of enthusiasts from all over Europe congregate in the small towns around Lakes Wörth and Faak, just to hang out, take in the atmosphere and, for a few weeks at least, turn the area into mecca for VW Group enthusiasts.

Everywhere you go, there's tastefully modified metal cruising the streets, racing through the hills or aired out on the side of the street beside cafés and restaurants. It's a truly surreal experience. Imagine if every car in the world was replaced with a modified

equivalent overnight, and you're some of the way there to understanding what it's like.

The local police have their work cut out. But their presence is heavy and the rules are strictly enforced. Play nice (or smart) and you have nothing to worry about. But get on their wrong side and you'll quickly find an obscene amount of cash leaving your wallet. They're stern. Stern but fair.

From impromptu meets in secluded areas, the sound of anti-lag echoing around the region and the sight of exotic supercars scraping the floor, there is something at Wörthersee for every enthusiast. It's not just German cars either, although they are the clear majority, but every make and model is welcome.

Just make sure you adjust your ride height accordingly before making the journey south. Oh, and don't forget to go home before the show starts.



"Alright mate, you haven't seen my yellow TT have you?"



The World's Most Famous Petrol Station

If you've ever seen – *anything* – from Wörthersee, it's likely been from outside the ENI station on the outskirts of Velden am Wörthersee. The petrol station is located on the main road which connects two of the most popular locations at Wörthersee, and is itself maybe the hotspot for cars and owners to congregate.

No matter what time of day or night, there's sure to be people lounging at the side of the road in camping chairs, enjoying some drinks and watching the cars roll by. If there's one place where the Wörthersee experience comes to you, this is it.





It's All About Who You Know

One of the major parts of the Wörthersee experience is being invited to, or discovering, the quietly organised meets that happen in the run up to the main event itself. From exclusive gatherings organised by car manufacturers in the underground car park of a casino, to spontaneous groups of cars assembling at the end of a quiet cul-de-sac, these are the real events before the erm, real event.

The best part of this culture is that it encourages people to speak with each other, and not to be anti-social and sit in their cars looking out at the rest of the world. Don't be that guy.

That's not very nice!



It's not just for VWs





We're loving this S1 rocking centre-locks and huge brakes



The struggle is real



Drive Low, Park Lower

It's 2018, so I'm going to assume we're all familiar with air suspension and how it works. The thing is, people use air at Wörthersee differently to most other places. At the majority of UK shows, owners are obsessed with wheel fitment when their car is aired out but often don't consider how the car looks when moving. Which is rarely pretty (imagine a baby giraffe on roller skates and you're pretty much there).

At Wörthersee, the aim is to park low but to only lift the car the absolute bare minimum amount so it can move. It blurs the line between air and static and more often than not requires a tucked wheel fitment. It looks damn good, too.



All About That Wagon Life

Maybe it's because I'm getting older and I'm just noticing them more, but this year I couldn't help but appreciate the huge amount of wagons about the place. Audi's RS4 and RS6 models ruled the roost, and you couldn't walk down any street without seeing a B5.

Volkswagen's Golf R estate was maybe the next most popular, along with sightings of Mercedes-AMG E63s and BMW Tourings. All the evidence, if needed, that just because you have to grow up, doesn't mean you have to grow up.



Wagon roll



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Wheels maketh the car

Owni^{ng} a car these days can feel like pushing water uphill. You're stymied at every step by things that just don't want you to succeed. Premium unleaded is eyewateringly expensive. Insurance costs are ever-rising, thanks to the huge number of uninsured ass-clowns driving about. The roads are riddled with potholes big enough to set up a tent in. And as if all of that weren't enough, you get snooty berks in Priuses looking down their noses at you and judging you for your gas-guzzling toy, regardless of the fact their Prius really isn't that green. You can't win. And all we have to look forward to is a future of autonomous motoring in which the driver is eliminated from the equation entirely.

But don't be too downhearted. If you think things are bad here in Blighty, you should try living in Belgium. Not only do their strict regulations make it essentially impossible to legally modify your ride, but their car tax is gobsmacking. In the UK, your annual car tax bill for a Mk2 Audi TTS would be £250. In Belgium? More like 2,500. Astonishing, right?

The owner of this solar-hued TTS, however, has an altogether sunnier outlook. Hailing from a little village named Coutisse, way out in the verdant tranquillity of the Belgian countryside, he decided he'd had enough of being relentlessly punished for trying to build the car he wanted to build, so he harnessed his perennially sunshiney values and upped sticks for Britain.

It helped that a love interest already had roots in his new-found home. Jemima, who lives in west Yorkshire and works for Jaguar Land Rover, was karmically brought into Brendan's life through a shared love of VAG life and a particular Austrian car show. Yep, this was a Wörthersee romance. Once Jemima's bronze Polo met the red Mk1 TT Brendan had at the time, it was inevitable their owners would form a bond. A match made in heaven. And also a handy set of circumstances in which he could build up his dream Mk2 TT.



"I wanted a car in Imola Yellow because I saw my best friend Steven painting a Bora this colour, and after that I knew my next car had to be that shade," says Brendan. "I was looking for a Mk2 TT, and as far as I'm aware it was only the TTS that came in Imola Yellow. After a couple of months of searching, Jemima found the car for sale on Auto Trader last July in a garage near Preston. It was standard and clean, with rear sensors, xenons, LEDs, black leather... Perfect for me."

The TTS is more than just a colour, of course. Even in stock form it's a formidable machine: the 2.0-litre TFSI motor was heavily reworked from standard TT specs, with the head, block and fuelling system all modified to produce 268bhp. Quattro AWD was standard, as was Audi's 'Magnetic Ride' suspension and two-stage sporty traction-control. It had huge brakes, and even a lap-timer right in the middle of the dash.

A pretty cool base for a project then, and Brendan's plan was always to follow a programme of evolution rather than revolution. The aim here was to augment and enhance the TTS, to make it the car it always should have been, while also stirring in a few of his unique touches. The fairytale ending required vaulting a few hurdles first, unfortunately. Always the way, isn't it?

"I bought a second-hand air ride kit, which was sold as being in 'good condition'," Brendan recalls. "However, after cleaning and a thorough check of the kit, it was knackered! I had to change both top mounts, as these literally crumbled on removal; both rear bags were warped and rubbed, and I had to weld a front strut because I received two left suspension struts rather than one left and one right. And finally the supposedly new manifold was leaking terribly!"

An inglorious start. And it did cause a certain amount of tension and stress. "Unfortunately the poor condition of the kit resulted in a traumatic experience for Jemima," he continues. "As she was

“This shiny yellow reward proves just how far passion and dedication can go”



A custom-modded Scorpion system helps unleash 315 very noisy horses



"Are you lookin' at me?"

driving it home, the bag turned on the strut resulting in the wheel rubbing through the braided hose. This caused quite a problem as she needed to limp the car home, having to constantly raise the suspension, until the compressor got too hot and shut off. She had to do a final right-hand turn round a roundabout to get it home which meant damaging a wing and having to later get this repaired."

We suffer for our art and in a situation like this you have to look at it as an opportunity rather than a disaster, however hard that may seem. Laugh or cry. Brendan gritted his teeth, regrouped, and set about making the Imola sweetheart shimmer. With steely determination, he cracked on.

"At this time I was still living in Belgium, and still had my Mk1 TT," he explains. "I planned to move to the UK to live with Jemima in November. In September, I sold my Mk1 and found the RS4 seats in Britain and my wheels second-hand in Belgium. I finally moved to England at the end of October (we were too impatient to wait and changed the booking!), and in December I asked a company to do all my carbon fibre work.

"In February, my friend Nick at ND Fabrications helped me and made a rollcage for me – it's a beautiful job, I would recommend him if you need any welding work! I then received my carbon fibre parts and started a long week of work on the car to build it all up, finishing the night before its first show at Ultimate Dubs."

3P digital air management



It was a tricky few months for Brendan and Jemima, not least because it took him until February to find a job, but the focus on the TTS helped keep heart and soul together while their new life found its feet.

And when they emerged blinking into the light at UD, the shiny yellow reward proved just how far this kind of passion and



RS wheel plus reams of custom carbon and Kevlar



**“People went crazy for
the pops and bangs
at Wörthersee”**



STYLING

Imola Yellow; RS front grille and honeycomb fog grilles.

TUNING

2.0-litre TFSI; exhaust system modified by Evolve Performance; Scorpion downpipe and decat; remapped to 315bhp & 310lb.ft.

CHASSIS

Custom 8.5x20in Messer ME03-3 wheels; 215/30 Nankang NS2 (front) and 225/30 Nankang NS20 (rear) tyres; Air Lift Performance suspension with 3P management.

INTERIOR

RS4 Recaro F1 seats in carbon fibre and yellow Kevlar; RS steering wheel in carbon fibre and yellow Kevlar; yellow ND Fabrication rollcage; full Alcantara-trimmed hardline air install – Air Lift tanks in carbon fibre and yellow Kevlar; Ground Zero sub and amp.

dedication goes. The car took home a top 25 award on its first time out – not bad given that it's not a pure show car, it's also a daily driver. The aggressive look on those brilliantly weird Messer wheels is a full-on show-stopper, with the anger further ramped up by the RS front grille, and it makes all the right noises too. While the TTS is mighty in stock form, Brendan took it to a mate in Belgium to have a Scorpion system custom-modded to help unleash the power from a fresh remap, meaning that he's now rocking 315 very noisy horses.

Everyday show car? Sure, and the interior's all decked out to suit, with those comfy and supportive RS4 seats along with the pukka RS wheel and all of that fancy custom yellow carbon and Kevlar.

"People went crazy for the pops and bangs at Wörthersee," he grins. "And the extra power's given me ideas about doing some more engine work in the near future.

"I'm planning to change the wheels too. I love these Messers, but I've got a sponsorship deal with Radi8 USA now, so expect some more changes..."

One thing's for sure. The UK is the place to build a car like this. Yes, Belgium has beautiful countryside, delicious chocolate and excellent beer, but they do like to punish the motorist. For all our potholes, expensive fuel and snooty hybrid drivers, we still love modified cars on this sceptred isle. 🇬🇧



Custom 8.5x20-inch Messer ME03-3 hoops



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TOP 10 300BHP CARS FOR UNDER £5,000

300bhp used to be a truly remarkable figure. Back in the 1960s and '70s it was the sort of power you'd find in ethereal supercars, way out of reach of the ordinary driver; the De Tomaso Mangusta, the Lamborghini Islero, impossibly stylish and weird machines that the likes of us could only ever dream of. Well, Detroit offered an alternative, obviously, with 300bhp being the territory of the scariest muscle cars, the hi-po Ford Falcons and Pontiac Tempests, but even these were a million miles away from the Minis and Cortinas of the everyday back then.

In the 1980s, you'd find three-hundred horses in cars like the Porsche 928 and the Aston Martin V8 Vantage. It was still really special in the era of red braces and Filofaxes. It wasn't until the 1990s that road cars whose power figure began with a three

really started to bleed through into the everyday. You can largely blame Japan: their gentleman's-agreement cap on road cars having no more than 276bhp (as any seasoned Gran Turismo gamer will be well aware) meant a lot of these cars realistically had closer to 300bhp. Manufacturers all wanted to play that game and the normalisation of big power escalated through into the 21st century with gusto.

Nowadays it's quite normal for hot hatches to have over 300bhp. Which, if you grew up in the nineties when 150bhp seemed massively powerful, is kind of absurd. But that's progress for you.

What it means, is that you people, you lucky things, have easy access to 300bhp+ cars at knock-down prices! So, what's the best way to get into this kind of power for under five grand? We've weighed up the options and drawn you up a shopping list...



Ford Focus ST (Mk2)

This option is a fun project, rather than getting a neat 300bhp+ straight out of the box. You see, the Mk2 Focus ST is commonly regarded as one of the finest hot hatches of its era. It used the 2.5-litre five-cylinder Duratec-ST motor, which was essentially Volvo's Modular engine, that gave it oodles of grunt and a hilarious soundtrack, stuffed into a chassis noted for its balletic poise and playful nature.

Of course, it wasn't a 300bhp car. This was 2005 and things weren't quite there yet. The Mk2 ST had a totally respectable 225bhp in standard production form. So can it justify a place in our list? Yes, totally, and here's how: a standard ST225 can be found for around £3,500 – a bit of haggling and you might get it closer to £3k. Then you take it to Dreamscience and chat through their options... Their Stage 1 setup, starting at £995, comprises a cat-back exhaust, cold air intake and a remap, and will take you to 275bhp. Stage 2, with its uprated intercooler, gets you to 290bhp. Throw on a manifold and decat (and perhaps some bigger injectors) and 300bhp could be yours...

Top mods: Dreamscience remap • AIRTEC intercooler • Scorpion exhaust • SuperPro bushes

TOP 10 300BHP CARS FOR UNDER £5,000

BMW 645ci (E63/4)

BMW's N62 engine is a remarkable thing. A family of nat-asp V8s, it was the world's first production engine to use a continuously variable-length intake manifold, and BMW's first V8 to use the celebrated Valvetronic system. It's all aluminium with forged internals and, while there was no M version, the 4.8-litre version (N62B48) was an absolute animal.

The version we're looking at here, however, is the 4.4-litre V8, the N62B44. The car it's all wrapped up in is the E63/4-generation 645ci, which is a bit of an acquired taste, design-wise. We love it, but some people find Chris Bangle's design a bit, er, challenging. It does have a weird arse. But just look at the facts – you get a lovely interior, proper mile-munching GT chassis, super-premium feel, and of course that sodding great engine doling out 329bhp. What's not to like, especially given you can buy these things for £4,500?

Alternatively, if you prefer a little more stealth, you can get that same N62 engine wrapped up in the E60-generation 545i for the same money. It's like a baby M5.

Top mods: Dinan exhaust • Eibach Pro-Kit springs • aFe POWER intake



Audi S4 (B6)

We've got so used to hot Audis with crazy horsepower figures that it's easy to be blasé about them. Every model in the range has a fiery variant, even the frumpy Q5, so you kinda forget how mind-warply good fast Audis are. This also leads to a certain element of snobbishness. Audi's sport models operate a two-tier system – 'S' and 'RS' (just like Ford's old 'XR' and 'RS' system in the 1980s!), and people tend to sideline the S models for 'not being an RS'. This is a mistake. Just look at the B6-generation Audi S4...

Built from 2003-05, this is a sensible family saloon car with a colossal V8 pointlessly shoehorned into it for no other reason than to cause trouble. It's a total loon. It doesn't need to have an engine that big. But who cares about 'need'?

The B6 S4 packs an all-aluminium 40-valve 4.2-litre V8, producing 339bhp. Which is ridiculous, frankly. It'll do 0-62mph in 5.6 seconds. And the best part of all is you can pick one up nowadays for comfortably under £5,000. You don't just have to choose a saloon either. There's an S4 convertible, and even an S4 Avant (estate) if you fancy terrifying your dog.

Top mods: APR remap • de-cat exhaust • uprated engine mounts



Nissan 350Z

We love the 350Z. It's just an absolute hero of a car, isn't it? You get all the cool heritage of the Z-cars along with the stylish aesthetic quirks, and it's all underpinned by utterly bulletproof mechanicals. We're not saying you should totally hold us to this, but there's a good chance you could buy a used 350Z and find it to be the most reliable car you've ever owned. (Just make sure it's always been serviced properly and check everywhere for rust!)

The specs are compelling too. It's real muscle car stuff – a brawny nat-asp 3.5-litre V6 up front, drive going to the rear, and a decent manual gearbox in the middle. That's all you need really, isn't it? Particularly in such a compact machine.

Early cars (2003-05) had 287bhp, and from 2006 onward they had a nice round 300bhp, which slots it perfectly into our list, given you can find a solid 350Z for £5,000. Why stop there though, eh? These things are super tunable. There's a world of chassis mods out there for them, and bolt-on turbo kits from the likes of GReddy and APS will squeeze 400bhp out of the V6 on its stock internals. Food for thought!

Top mods: Kaaz LSD • lightweight flywheel • EBC brakes • Scorpion Exhaust • Tarmac Sportz plenum spacer



Porsche Cayenne S

Right then. We'd better start with an apology. Here we are talking about fast cars, and we're throwing a big heavy SUV at you and suggesting you might want to buy it. Sorry about that. But SUVs are the way the tide is turning, and we've always tried to move with the times. Hey, if performance 4x4s are now being offered by Bentley, Rolls-Royce and Lamborghini (er, and Alfa Romeo, Maserati, Jaguar, and so on and so on) then there must be something in it.

Porsche were well ahead of the game, of course. They usually are. People may have scoffed and threatened to boycott the brand when they launched the Cayenne back in 2003. But the bean-counters in Stuttgart weren't worried, and they turned out to be right – the runaway success of the Cayenne pays for all the mad 911s and 918s.

It's not just a cash cow, though. The Cayenne is genuinely not bad to drive – and while the fireball Turbo is out of our £5k budget, you can easily pick up an early Cayenne S for under five bags. It's got a dry-sumped 4.5-litre V8 which thuds out 335bhp. Even in such a massive car, it'll run 0-62mph in seven seconds and hit 150mph. And you can tell people you have a V8 Porsche.

Top mods: BMC air filter • secondary cat bypass pipes • TechArt lowering module



Vauxhall Vectra VXR

Fans of stealth will always enjoy a big-power Vectra and they don't come a lot more stealthy than the late-model Vectra VXR. Well, unless you get one in Arden Blue, which is a bit of a giveaway – that colour's become inextricably intertwined with shouty performance over the years. But find a silver VXR and you'll be indistinguishable from the rest of the mundane everyday commuter traffic. Aside from the people in the know, who'll spot the iconic badge and offer you a fraternal nod.

The Vectra C, built from 2002-08, was largely aimed at fleet managers and families who wanted a well-equipped BMW-ish car that wasn't BMW money. Vauxhall have always had a sense of fun, though. Just look at the hilariously unnecessary existence of the Zafira VXR, something which every single owner insists on referring to as 'the boost bus'.

The Vectra VXR may look sensible, but early ones offered 252bhp and later versions' turbocharged 2.8-litre V6 was in a rabid state of tune, throwing 276bhp through the tortured front wheels. You can pick one of these up for about £4,500 with a bit of haggling, leaving you just enough money to pay for Courtenay Sport's £595 remap – which will take either the 252bhp or 276bhp version neatly into 300bhp territory. Job done.

Top mods: Courtenay Sport remap • Quaife ATB LSD • SuperPro bushes • Samco Sport hoses

Jaguar XJ 4.2 (X350)

If you want your stable of horses to be leisurely cantering rather than hysterically stampeding, a V8 Jag is the thing for you. Or, to pronounce it correctly, Jaaaaaaag. The X350 generation is just starting to pop into our £5k price range and it's the first properly clever XJ. Jaguar have been churning this luxury-saloon model line out since 1968, but the version they launched in 2003 featured an all-aluminium monocoque which meant that, despite being as plush and opulent as a Jaguar should, it only weighed about 1,500kg. That's about the same as a Mk6 Golf with a couple of people in it.

Into this relatively featherweight shell, they bolted a 4.2-litre V8 which is helpfully rated at precisely 300bhp. And you'll be pleased to know you can find X350 V8 Jags for about £4,500 now, which will leave enough money to fill those rear cupholders with Moët, and perhaps buy yourself a Barbour jacket and a deerstalker, you posh old git.

Top mods: Tweed trousers • Shell loyalty card • a general air of disdain for all other motorists



TOP 10 300BHP CARS FOR UNDER £5,000

Lexus SC430

This, we admit, is an unusual car for us to be recommending. There are quite a few negatives. First of all, there's the fact it's near-enough bloody impossible to find a good one. Secondly, there's the fact pretty much all of the road tests at the time it was launched said it was horrible to drive and an overpriced mess. And thirdly, there's the fact that, while the first-generation SC (the Z30, built from 1991-2000) was a pleasantly stylish thing, this Z40 SC is, well, kinda hideous to look at.

But we're all about the positives. What's more, we love to champion the underdog. There's a lot to like about the SC430: it's rare enough to draw a crowd, because most people don't know what it is. It was specifically designed and wind-tunnel tested to channel air away from the passenger compartment, so you can throw the retractable hardtop down and test the top speed without messing up your barnet. And best of all, just like the old Z30, the ugly-duckling Z40 came with mighty horsepower. Its 3UZ-FE 4.3-litre V8 imbued it with 300bhp – delivered with creamy Lexus smoothness, but also quite a lot of urgency. And it's all yours for five grand.

Top mods: Injen intake • Blitz exhaust • higher stall speed torque converter

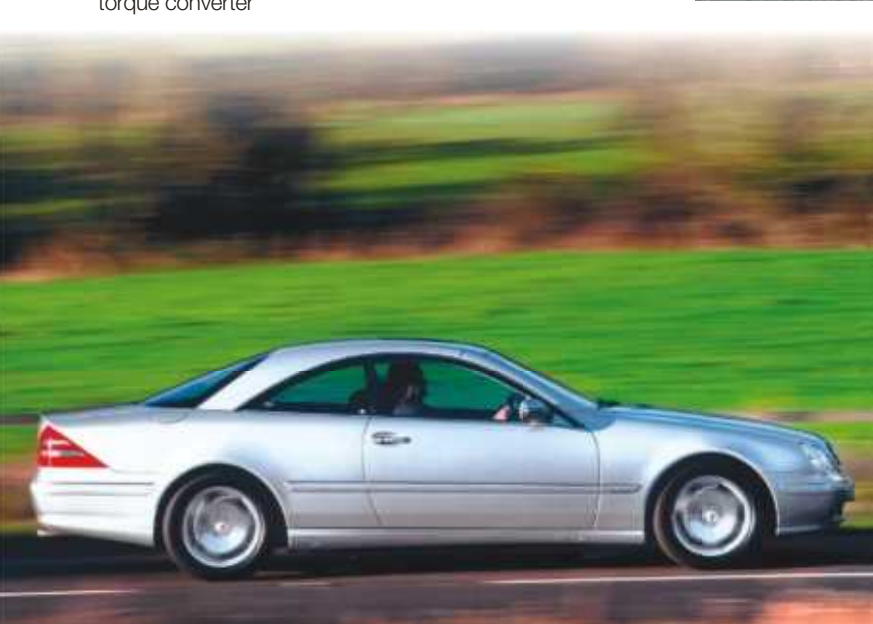


Mercedes-Benz CL500 (C215)

We're breaking new ground with the CL500. In almost every case, our default position is to recommend the top-of-the-range variant; if you ask us which Astra to buy, we'll say it's the VXR. If you want to know which MINI, we'd point you toward the Cooper S. But with the CL-Class Mercs, the CL500 is the bottom of the lineup, the cheapest and least powerful one.

Fear not, there is method to our madness. You see, people tend to get hung up on the AMG badge. Sure, the AMG models are astonishing, but it does tend to blind buyers to the other alternatives. If you ignore the CL55, CL63 and CL65 AMG variants (which are obviously hella expensive anyway), you're left with the CL600 and the CL500. The CL600 has a V12 engine whose massive complexity would undoubtedly cause you heartache, so that's out. This leaves us with the V8-powered CL500... and it's actually an incredible machine – a massive gangster-spec two-door coupé with hydraulic suspension and Bose audio. That V8 motor isn't a poor relation either – it gives you 321bhp and the ability to hit 62mph in six seconds. At £4,000, you'll have enough money left over to fuel it for a few days too.

Top mods: CL55 brakes • Eisenmann exhaust • Kleemann supercharger



Mazda6 MPS

Some sporty initials carry a lot of respect. GTI. GTE. GT-R. These are letters that stir the blood and gird the loins. It has to be said, however, that 'MPS' doesn't really have the same effect. It just doesn't sound exciting.

Reputation's loss is your financial gain however, as it means the Mazda6 MPS is far more affordable than it should be. If this car had been built by Honda or Nissan, it'd be an instant modern classic with a high price tag. As it is, the first-gen Mazda6 (2002-08) can be picked up for peanuts. And the MPS is really quite impressive. The 2.3-litre turbo four-pot provides 256bhp in factory-stock form, and the car also has Active Torque Split all-wheel drive – which gives it oodles of grip and allows it to accelerate from 0-62mph in 5.5 seconds. Yes, you read that right.

256bhp isn't 300bhp though, is it? Aha, but here's the clever bit. You can pick up an MPS for about £3,500, then take it down to BBR GTI for some awesome tuning. Their Stage 2 package will provide a remap, downpipe and sport cat, air filter, and high-flow fuel pump, taking you to 320bhp for £1,645. So there you go, a 300bhp+ Mazda for about £5k, and no-one will suspect a thing...

Top mods: BBR GTI Stage 2 • Ultra Racing anti-roll bars • Koni adjustables





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It's also worth remembering that, when it comes to laying it all on the line for extreme performance, the Aussies are probably the craziest nation of petrolheads on the planet. After all, they don't have little things like car insurance or emissions checks to worry about. They love a punch-up at Bathurst every year too, just to decide who's better, Ford or GM. And don't even get us started on their Japanese and Euro import scenes!

Anyway, the point is, nothing less than the world's most hardcore brakes are sold in the land of Oz, and the good news is that now we can get their home-grown DBA kits here in Europe. These guys manufacture everything from direct-fit

street discs to these top-of-the-line 5000 series jobs designed to be equally as impressive on hard-used daily drivers as they are on pro-motorsport weapons going flat out like a lizard drinkin' (Jesus Midge, is that a Crocodile Dundee quote or something, yer flamin' galah? – Jules).

What makes all these items the most hardcore available though, isn't so much what you can see, but what's under the surface. Instead of more conventional straight vanes inside the discs, DBA use a patented 'Kangaroo Paw' ventilation system for increased cooling and a huge reduction in the possibility of warpage, wheel-bearing fatigue, runout and brake fade under hard use.

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TOP TUNING GEAR

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The guys at White Label Wheels may be brand-new to the UK, but what they're offering here is simply unbeatable value. In fact, we had to look twice at the price because 375 nicker doesn't just bag you one glorious-looking rim, as we first thought – no, you can have all four for that. Lovely frickin' jubbly!

It's always nice to see any classically designed 15-inchers come onto the market, especially those of the staggered variety. While we have been absolutely inundated with awesome-looking hoops that are 18 inches and above over the last few years, the variety of new smaller offerings seems to have dropped significantly. We realise the majority of modern cars take large wheels, but many forget there's still plenty of smaller modified weapons out there that need something fresh too. Not only do these fill a small gap in the market, but they could fill a small gap in your arches... without leaving a huge gap in your wallet. Top notch.

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Sizes: 7x15, 8.5x15

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CHIPEX CAR CARE PRODUCTS, FROM £13

They may be world-renowned as the leading manufacturer of touch up paint, and worth about a gazillion quid nowadays. But that hasn't stopped the guys at Chipec venturing into other areas, most recently the business of seriously clever car care products.

It has to be said too, their new items here are not only bloody good value, but they appear to be the pinnacle of what can be done with current technology.

Developed here in the UK by their in-house chartered chemist (a Fellow of the Royal Society, no less), they're all designed to give absolutely no compromise on technical performance, quality, or cost. In fact, these items take so long to hone to absolute perfection, they're only actually launching three to start off with.

When we say clever, we mean it too. They have an interior cleaner that actively repels dust and prevents re-soiling. Their Uber Super Concentrate Shampoo has a simply ridiculous dilution ratio of 1:400. And a 1-litre bottle of green stuff makes up to 80-litres of ultra-high performance, water-repelling screen wash. To be honest, we think they may be showing off a bit here, but you've got to respect the chemistry!

www.chipec.co.uk

TOP CAR-SPECIFIC BITS

Samco Sport SR20 Coolant Hoses, £179

There's only one reason to buy a Nissan S15 and that's to spank the arse off it. The SR20DET is one of the all-time great turbocharged 4-pots. But as bulletproof as it is, it can get hot under there when giving it the full berries. Stock hoses burst under the pressure, heads warp and engines totally lunch. The masters of silicone enhancements, Samco Sport, already have kits to sort out the bigger hoses for your radiator and the like, but they've also released this 7-piece ancillary kit to sort out all the smaller items just as likely to fail. They're available in 21 colours, will never degrade and you won't be able to bust them in a million years of hooning about.

www.samcosport.com



Eibach Pro Street-S Clio RS Coilovers, £880

This new Eibach Pro Street S kit for the epic little Clio III RS encapsulates everything we love about the German suspension giant. In standard guise, it's not overblown or silly. This one simply enhances what's already there, optimising the suspension setup for better performance without compromising comfort. This kit is designed to take advantage of their massive ERS (Eibach Race Spring) range. So if you like your springs a bit stiffer for track time (or a bit softer for driving your granny to church), they can tailor your kit to your liking at no extra cost. Basically a custom setup for the price of an off-the-shelf item.

www.eibach.co.uk



BRAUM ELITE-X SEATS, FROM £1039 (PAIR)

Just how sexy are these figure-hugging little numbers from BRAUM? Designed and built entirely in the USA (and available here through the guys at Torqen), the Elite-X design here is not only one that will suit just about any motor on the streets, but we're just loving the range of colours and rather classy stitching patterns available straight off-the-shelf. All these choices mean bagging a set of these recliners is almost like getting a top-notch custom trim-job – only without actually having someone rip your seats apart and you paying a handsome premium for the work. What's not to love about that?

Definitely some of the most luxurious arse-parkers we've seen for years!

www.torqen.uk

www.braumracing.com



ELITE CLIQUE AIR FRESHENERS, £3

If something smells good, it is good. That's a lesson we can apply to just about anything (Or anyone – Jules) in life, and the whole point of this range of high-quality, 100ml air freshener pumps from Elite Clique.

Brought to you by the guys at Strictly Static, there's not much more we can say about these rather fruity little buggers, except for the fact they smell exactly like the pictures on the labels (cherry, banana, blueberry and bubblegum), which will no doubt have you dancing around like some plum on a Lynx advert. And they come in some seriously posh bottles, a bit like your mum's stupidly expensive mush cream. Stirling work from Laboratoire Clinique, er, Norfolk.

www.strictly-static.com

GARAGE ESSENTIALS



Hawk 2.5 Ton Aluminium Trolley Jack, £150

It's finally summer and that means it's time to get those posh new wheels on. So quite obviously, you'll all be needing one of these!

It goes without saying that no car nut should be without a proper trolley jack stashed away in the garage... and this Hawk Professional Series item is clearly one of the swishest out there. For the money, it's also one of those tool porn bargains that don't come up very often.

To be fair, this isn't the only jack in the Hawk Tools line-up either. They offer a whole selection of TUV approved jobs starting at around 50 quid. This particular item however, not only has a proper pro-style 'twin-piston' setup for quick and easy lifting, but the sturdy aluminium chassis is super-lightweight too. Light enough to stuff in your boot for trackday heroics, or for getting your mates out of trouble with those tricky on-the-road repairs. And who doesn't need some of that in their life?

www.hawkttools.co.uk



PERON Fiesta ST Stage-2 Pro ECU Tune, £519

This new Stage-2 Pro tune is designed to maximise the performance of a Mk7 ST's stock turbo and deliver a whopping 220 horses at the wheels. PERON spent months working on the standard Bosch ECU to adjust the timing, air/fuel mix and rework the throttle management for a response that improves the driving experience no end. Existing PERON Stage-1 or Stage-2 customer can upgrade to a Stage-2 Pro for just £120. Banging!

www.perontuned.co.uk

AWESOME AUDIO

JL AUDIO VXi AMPLIFIERS,

From £800

OK, so maybe we're all guilty of chucking around the word 'amazing' a bit too readily. That suspension setup is amazing, those wheels look amazing, that bacon sandwich is just amazing. We've all said it, right?

This long-awaited new range of super-compact, class-D amplifiers, really is properly amazing though. And I'll tell you why...

These are, in fact, the very first JL offerings to incorporate a top-of-the-line Digital Signal Processor, and that means they're equipped to offer unprecedented tuning power and flexibility, right out of the box.

They're obviously not messing about by testing the water with a single amplifier either. They've actually gone full bore by offering two powerful monoblocks, four full-range options and even a couple of five-channel system amps incorporating this jaw-dropping new tech. In other words, there's an option for everything you could ever need to build your perfect SQ system.

Of course, tiny but extremely powerful amps have become a must-have over the past few years, and we've all seen those before. There are loads of high-end features we could talk about too. Stuff like high-speed switching technology to deliver reference-grade power and efficiency, or ultra-versatile, differential-balanced analog and optical digital inputs. But perhaps the most important thing here will always be that new triple-core DSP engine.

This clever system has a synchronised power supply for crystal-clear audio quality, along with low distortion and noise. It also helps to improve performance by acting as a master clock and enabling powerful input switching, routing and mixing for a wide range of sources and configurations.

What's also interesting is that setting it all up isn't the tedious case of twiddling knobs like with traditional amplifiers. Instead, you download their free TüN Software on your computer, tablet or smartphone, and tweak your settings from the comfort of the driver's seat. So, in essence, what we're looking at here is the next generation of professional, studio quality audio technology, shrunk down to fit in your boot.

Like I said: properly amazing!

www.jlaudio.co.uk



Massive Audio FX Speakers, From £60

The guys at Massive Audio certainly live up to their name. In the US of A they're not just a big in-car entertainment brand. They're absolutely... well, you get the picture.

This rather hardcore new range of speakers is their latest offering and they're designed not just to be bloody heavy-duty, but as real audiophile pleasers too. All in a thoroughly affordable package.

Now, having the best of all worlds is never an easy task. But these high quality coaxials manage it by combining heavy steel baskets, custom fibreglass cones and high-energy Y35 magnets, with a built-in 6db crossover, fully isolated tinsel leads, and a custom-designed pole piece for low distortion and better sound quality.

Available in five different sizes, including a 5x7 and 6x9 option, they'll eat up between 50 and 80 watts RMS a piece too, offering some serious boom-boom for your buck. Outstanding stuff!

www.massiveaudio.com



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TESTED

Tested by Jules

WORX HYDROSHOT

How cool is this little invention from the guys at WORX? The answer is, very cool. It's the first truly portable, lithium-powered pressure washer.

Let's get one thing straight here. This isn't a replacement for your corded pressure washer. They run at around 120bar compared to the Hydroshot's max output of 22bar, but the Hydroshot isn't trying to compete in this sector! It's a portable washer, and when compared to the competition in that market it kicks some serious arse. Take Karcher's OC3 portable washer for example (which is more expensive); the Hydroshot has four times the power! Do we have your attention now? Thought so.

What makes this relevant to us? Well, where do we encounter a limited water and power supply? That's right, at almost every car show we attend. The Hydroshot is far more portable than a 12v washer, especially helpful when boot space is at a premium. But does it work? Let's find out...

PRICE: £129.99

www.worx.com

FEATURES

- 20v Li-Ion battery
- 22bar pressure
- 5-in-1 pressure nozzle
- 20-minute run time
- 6m hose
- 3 year guarantee



In the Box...

You can buy the Hydroshot in a number of different kit forms, from the full-fat kit that consists of extra car care accessories (collapsible bucket, wash brush, detergent tank and so on) for £149.99, to the body only option of £79. We tested the £129 option that consists of everything you need to get started; Hydroshot gun, 20v battery pack, charger and 6m hose.

It's worth noting that other accessories are available too. The water bottle attachment is worth purchasing for when there's no access to running water, as is the soap dispenser, and a 4Ah battery will double the runtime.

The washer gun breaks down into three sections; the gun, extension lance and short lance with multi-spray nozzle – which allows you to alter the pressure with a simple click-rotation. You'll get the full fat 22bar when using the extension wand with the multi-nozzle set to max and the gun on high power. We'd recommend the second most powerful setting on the nozzle as this provides a wider water spread while maintaining good pressure. It's an absolute doddle to put together and break down – ease of use was definitely on WORX's tick list when designing this kit.

Jules' Verdict

I think it's critical to manage your expectations with this product. If you buy it to replace your mains-powered pressure washer to clean your mum's patio, you're going to be disappointed. That's not what it has been designed for. But we are car guys. We're definitely not interested in cleaning patios. But for cars, the Hydroshot is absolutely perfect as a portable cleaning device and it's in its element at car shows where a constant water supply and boot space is at a premium. It has ample pressure to remove road grime and brake dust build-up. The adjustable head is a godsend when it comes to changing the pressures of the waterflow from high to low.

We tested it at Japfest to wash the competition 350Z and it did the job perfectly. There's none of that arm pumping you need from a manual washer and it destroys the 12v portable cleaner competition in terms of power and ease of use. We jet-washed the car, hand washed it, then rinsed it off using the Hydroshot and there was still three bars of power left. WORK state that it has a 16 minute run time on at high power and we have no reason to doubt that from our test.

A top piece of kit that takes away the usual hassles of cleaning your car at a show.
In a nutshell: a must have product for your car show kit bag!



www.sealey.co.uk



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- Model No. AP27BESTACK
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- Model No. AP6150GS
- List Price £83.45

£54.95 EXC. VAT

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Magnetic Impact Wrench Holder

- NEW -
PRODUCT



- Magnetic impact wrench holder ideal for holding 1/2" Sq Drive impact wrenches.
- Design of the holder also allows four sockets up to 1/2" Sq Drive to be stored so they are within easy reach.

- Model No. APMH
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15 SMD LED Rechargeable Magnetic Toolbox Light

- NEW -
PRODUCT



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- Lumen Output High/Low: 150/100lm.
- Operating Time High/Low: 6/12hr.
- Powered by a rechargeable 3.7V 2.2Ah Lithium-ion battery.

- Model No. TBL450
- List Price £44.95

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4pc Parts Storage Combination Set

- NEW -
PRODUCT



- Pack of four tough impact resistant polypropylene compartment cases.

- Model No. APAS4
- List Price £22.95

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- NEW -
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8 Drawer Rollcab with 136pc Tool Kit

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- All drawers have been specifically sized to accommodate our range of Siegen tool trays.
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- Package Model No. AP35TBCOMBO3
- Total Package List Price £699.70

£349.95 EXC. VAT

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Tool Tray Contents Table

Model No.	Description	List Price
S01123	19pc Combination Spanner Set with Tool Tray	£89.95
S01129	9pc Pliers Set with Tool Tray	£72.95
S01127	20pc Screwdriver Set with Tool Tray	£49.95
S01120	62pc 3/8" Sq Drive Socket Set with Tool Tray	£129.95
S01134	26pc T-Handle & Standard Hex Key Sets with Tool Tray	£49.95

Heavy-Duty Mobile Tool & Parts Trolley 2 Drawers & Lockable Top



- NEW -
PRODUCT

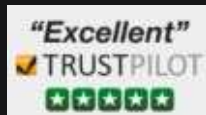


- Overall Size incl. Handle (W x D x H): 925 x 440 x 900mm.
- Total load capacity: 150kg

- Model No. AP760M
- List Price £244.95

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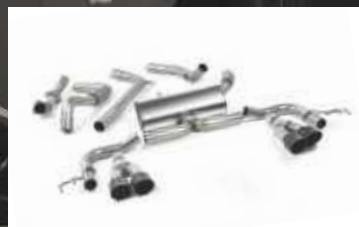
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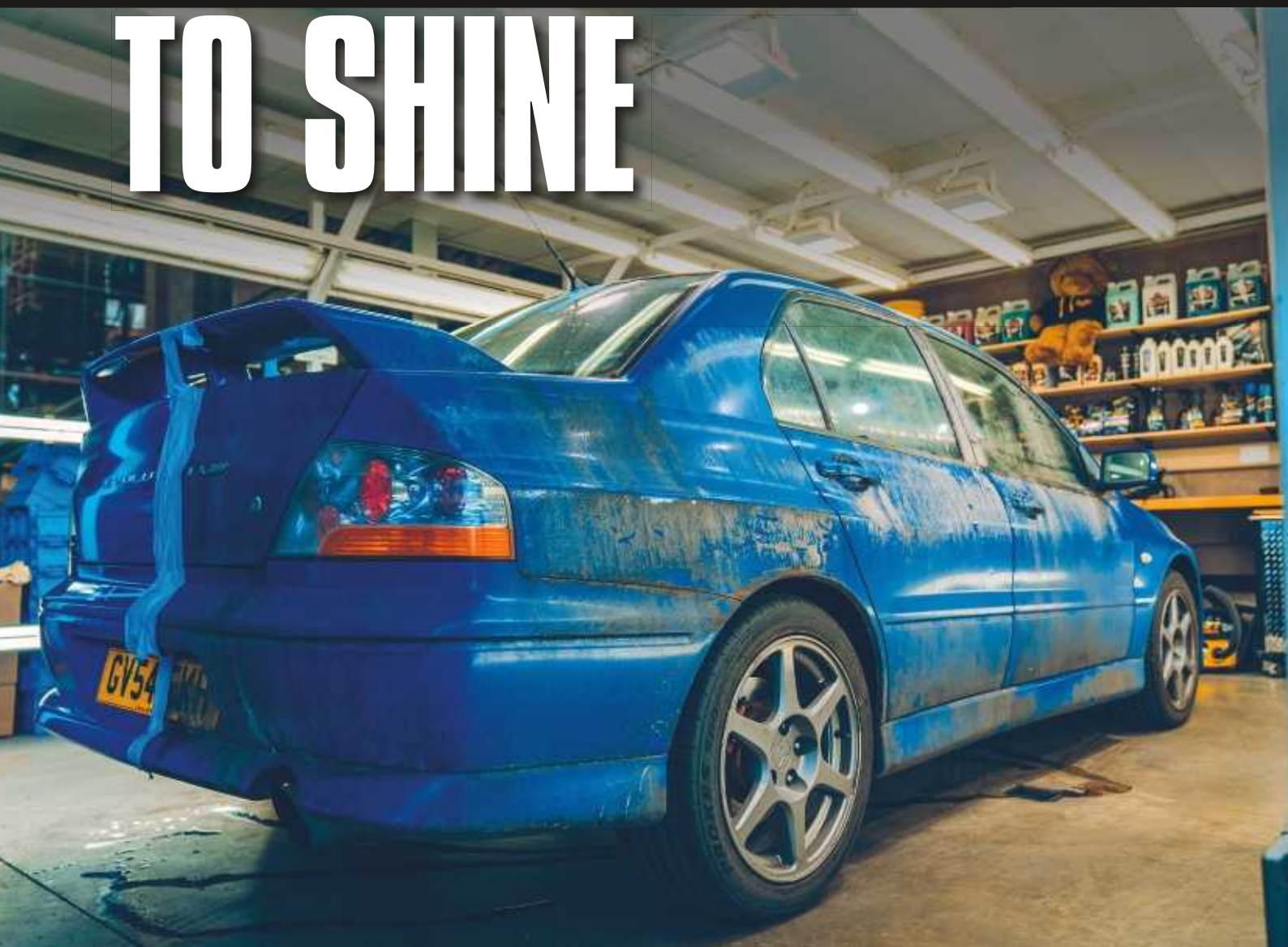
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FROM GRIME TO SHINE

It's all in the detail, as we hook up with Meguiar's to save this Evo VIII FQ260...



Let it not be said we don't enjoy a detailing challenge here at Meguiar's UK! Faded paintwork is nothing new for our infamous detailing bay. But it's been a while since we welcomed a car in quite the condition of Danny Coe's Mitsubishi Evo VIII FQ260.

Now this isn't us naming and shaming Danny for looking after his car badly. Quite the opposite in fact. You see Danny's not long owned this particular Evo pictured here. The problem is, prior to his recent ownership, it stood abandoned for over five years on a farm with not so much as a car cover in sight.

In fact, Danny's actually saved this future performance classic from that giant scrapheap in the sky. Although abandoned

for many years, mechanically the car wasn't in too bad a state and – more importantly – hadn't been partially stripped or missing any crucial parts required to get it running.

The bodywork on the other hand was in dire need of an overhaul! See where we're going with this?

Fast-forward to one sorry-looking Evo VIII making its way into the Meguiar's detailing bay and one excited (but slightly nervous) owner keen to see just what sort of results could be achieved.

Was it too far gone? Would it need a respray in certain areas? Not in the slightest, as you're about to find out. Best of all, we've used nothing but consumer products, too.

Grab a cuppa. You're not going to believe how easy the transformation was...



Half and Half

If you're wondering why we left half of the Evo dirty, it's because we used Danny's car to showcase our products at Japfest. The ultimate before and after demonstration. The rest of Danny's car received the full Meguiar's treatment after the event.

FC GUIDE: DETAILING

Step 1 Meguiar's Wash Plus+

Wash Plus+ is one of our newest products on the market and it's quickly becoming one of our favourites! Unlike traditional shampoos, Wash Plus+ actually features polishing beads in the compound, meaning it has a deeper scrub than regular products. Consider it a big restart button – perfect for cars which haven't had any prior wax or correction applied to 'em.



Start by wetting the car first to act as a lubricant before switching to Wash Plus+. It's important to do each panel at a time, rinsing after, before moving on to the next. Why? (See below...)



You don't put Wash Plus+ in a bucket of water to apply. It's actually applied directly onto a microfibre wash mitt before being rinsed in a bucket filled with clear water (and a grit guard of course). So, the process goes:



Apply Wash Plus+ to wash mitt → work a single panel at a time → rinse mitt in clear water → rinse panel with clear water → and repeat!



With all the panels complete it's important to get the car properly dry before moving on to the next step. Our weapon of choice is the new Meguiar's Supreme drying towel, easily capable of drying an entire car in one go.



Step 2 Contaminant removal with clay

The biggest sticking (pun intended) point for Danny's Evo 8 was the sheer volume of contaminants embedded in the paintwork, particularly tree sap and bird poo as you'd expect from being laid up for so long in the countryside.

TIP: Knead the clay bar into a size that fits in your palm (roughly 5cm disc sized) before working in a crosshatch motion over each panel. Clay filled with contaminants? Knead it and carry on!



Meguiar's Quik Clay removes ALL of these super easily. Simply spray the detailing spray on the surface to act as a lubricant before running the clay bar over the panel with no pressure – fingertip pressure only. Once complete, dry with a clean microfiber towel.

Step 3 Paint rejuvenation & swirl removal with Ultimate Compound & MT320

Now comes the REALLY fun part – cranking out the MT320 Dual Action Polisher! Given the level of work required on Danny's Evo, we opted for the 5-inch foam cutting pad over the 5-inch microfibre pad. The foam is a harder pad and as such gives more cutting power – but obviously this isn't necessary on a car with already-glossy paintwork!



For the best results, we recommend priming the pad with Ultimate Compound using a soft foam applicator pad. This keeps the pad cool and lubricated without overloading the pad with product, which can fly off when applying and cause a bit of a mess.



Our rule of thumb is, with softer paints hit it with a harder pad. Why? Marring (streaky white marks) can be left behind due to the soft paint and soft pad moving around together. Contrary to popular belief, soft paint needs a harder pad, and Japanese cars are renowned for having soft paint! So, if you find yourself chasing those white marks around when detailing (caused by soft paint catching the product), switch to a harder cutting pad.

Got a smaller area which requires detailing? You've got two options here. The first is to switch to a 3-inch pad on the MT320, but remember to use a lower speed than the 5-inch pad due to the reduced surface area (meaning it cuts faster with more heat). The next option is to simply use a Meguiar's even-coat applicator pad loaded with Ultimate Compound and apply by hand.



Meguiar's Ultimate Wax is a fully synthetic wax which simply means it's longer lasting and achieves a glossier look due to the high content of polishing oils. Because you're not 'working' this product like Ultimate Compound, there's no need to prime the pad before application. This means it takes less time to apply and you can do a much larger panel (full bonnet) in one pass.

Step 4 Long-lasting protection with Meguiar's Ultimate Wax

Wax is an absolutely crucial stage of detailing. With the paintwork looking swirl-free and glossy, it's super-easy to get excited and call it a day. That's the worst thing you can do right now! Yes, your paint looks glorious, but it currently has no protection. So all that hard work will be wasted the moment you take it out for a drive...



The more wax you apply the harder it's going to go to get off. So only do a single pass, so you can barely see it on the surface. Give it 5-10 minutes to cure before removing it with a clean microfibre.

TIP: Run your finger on the panel. If the wax comes off easily it's ready to be removed. If it doesn't come off easily, leave it a little longer.

Step 5 Interior trim, wheels & fine details

The devil really is in the details with car care, and while the bodywork is the most dramatic 'transformation' on a car like Danny's Evo, it's the fine details which make it all the more impressive. We're talking about the wheels, tyres, interior trim and plastics – bits often overlooked after spending so much time on the paintwork.

Application on ALL of these products is really quite simple. So instead we'll run through the products used and what they're best suited to doing.



Glass Compound & Glass Sealant is one of our latest products, and is just like putting compound and wax on your bodywork... but for glass instead! The compound buffs and cleans the windscreen followed by the sealant, which not only protects but repels water, too.



Endurance Tyre Gel does exactly what it says on the tin. Use a foam applicator pad to dress the tyres, being careful not to overload the rubber with too much. Ideally don't drive the car for a short while after so as not to flick product over the bodywork.



NXT Metal Polish is ideal for badges and exhausts. Application is with a clean microfibre to apply the product and a clean microfibre to remove the product after.



Window plastics looking faded? **Deep Crystal Paint Cleaner** is the perfect product for transforming coated plastics from a washed-out and faded colour into a deep black colour, by removing rash and reviving the plastic with chemical cleaners.



Ultimate Black is excellent for restoring black plastics such as the wingmirror surround, by simply using a foam applicator pad to apply (no need to remove after).



Ultimate Interior Detailer works similarly to our exterior detailers, which are simply sprayed on to a surface and wiped off with a clean microfibre.



It's worth noting that Danny's Evo is an extreme case rarely seen in the Meguiar's detailing bay. But all of the above results have been achieved using nothing but consumer products and techniques we've regularly covered on the Meguiar's blog. There's no camera trickery or professional-only products out of shot here. Just the right product with the right technique.



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Green Beans!

Head chef Ryan O'Donoghue serves up a tasty Fiesta with all the ingredients to make a mouth-watering show car...





Being a top chef is a real challenge. There are crazy hours, intense pressure and people to manage. It also requires the ability to be creative, like Ryan O'Donoghue who is responsible for constantly inventing new recipes. This is a particular skill he's taken from the kitchen and applied to his own fantastic Fiesta project.

You see, this car rarely stays the same for more than a week or two, it's continually evolving at a rapid pace as Ryan just can't help mixing things up. It's had several wraps and more wheel changes than you've had hot dinners. Even the headlights have had more mods than many people do to their entire car! Ironically, Ryan wasn't even interested in modifying when he bought the 2010 Zetec S four years ago. "It was standard other than gloss black wheels" Ryan tells us. "But I bought new

badges and wind deflectors, then new wheels and that was it. I went all in." He certainly did and from here on his goose was cooked!

As Ryan stumbled into the modifying world almost accidentally, he had no set plan or vision for a final project, it was more a case of constantly buying parts he fancied and taking it from there. Inevitably, that meant a lot of chopping and changing as various body parts were added, removed and replaced as well as the colour, going from the factory red to wraps of Matte Anthracite to Camo to the current Envious Green. "I honestly have no idea how many wheels I've gone through," laughs Ryan, "I've had TD Pro Race 3s, XXR 527s, Cast 13 RB1s, Schmidt Modern Lines and three or four types of Japan Racing plus many more."

Simon's ARC have been responsible for the bodywork from the start and did a fine job. The front end has been

Boomba wing risers and Mountune spoiler extensions beef things up



"If Ryan's dishes taste as good as his Fiesta looks, we suggest you head to his restaurant"



RYAN O'DONOGHUE

So chef, what's next on the menu?

Well, the Fiesta has actually gone now and I have a Toyota GT86.

What ingredients are you throwing into the mix this time?

Not much. I'm getting married next year so the wedding and a house are priority.

Would you say that's the recipe for success?

Can we stop with the food puns?

Sorry if we made a meal of it.

That's it. I'm done here.

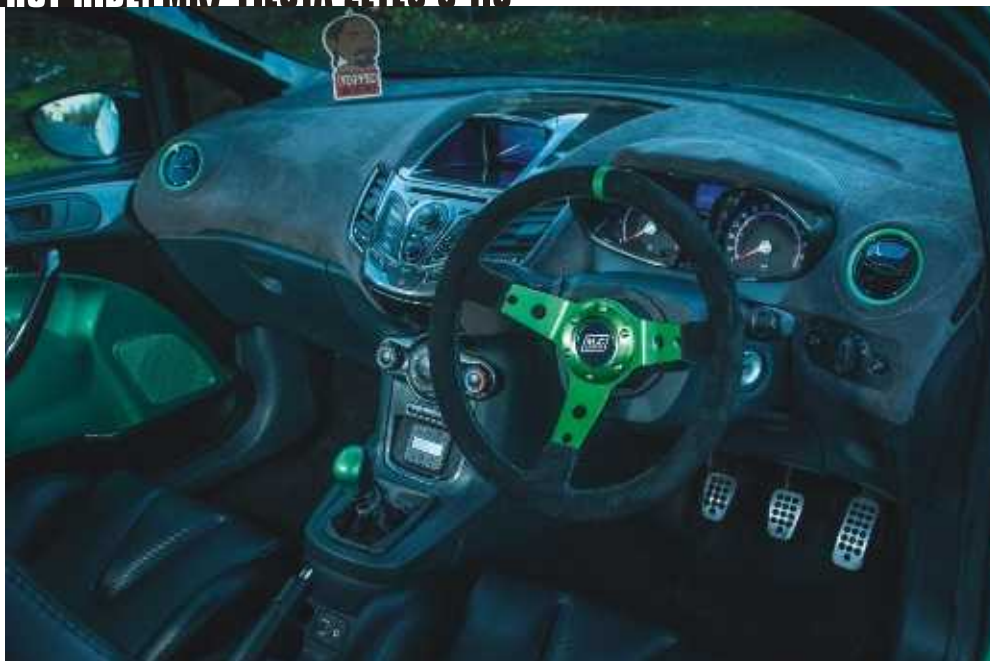


Hmmm, looking tasty



"I honestly have no idea how many wheels I've gone through!"

HOT RIDE: MK7 FIESTA ZETEC S 1.6



Corbeau seats sit well with customised doorcards



re-crafted with the bonnet smoothed and straightened where the badge once lived. The custom upper grille fills the narrow gap while the bulky fog lights have been removed. New additions include the Zunsport front grille, Triple R front splitter and headlight brows. Triple R side skirt splitters, window tints and smoothed gloss black mirrors help carry the theme onto the rear where it's a similar story.

The wiper and ugly centre badge have been binned and the rear panel smoothed over. Boomba wing risers and Mountune spoiler extensions really beef things up, along with the KMS smoothed diffuser which houses a new twin exit exhaust. It may have taken a while to reach this stage

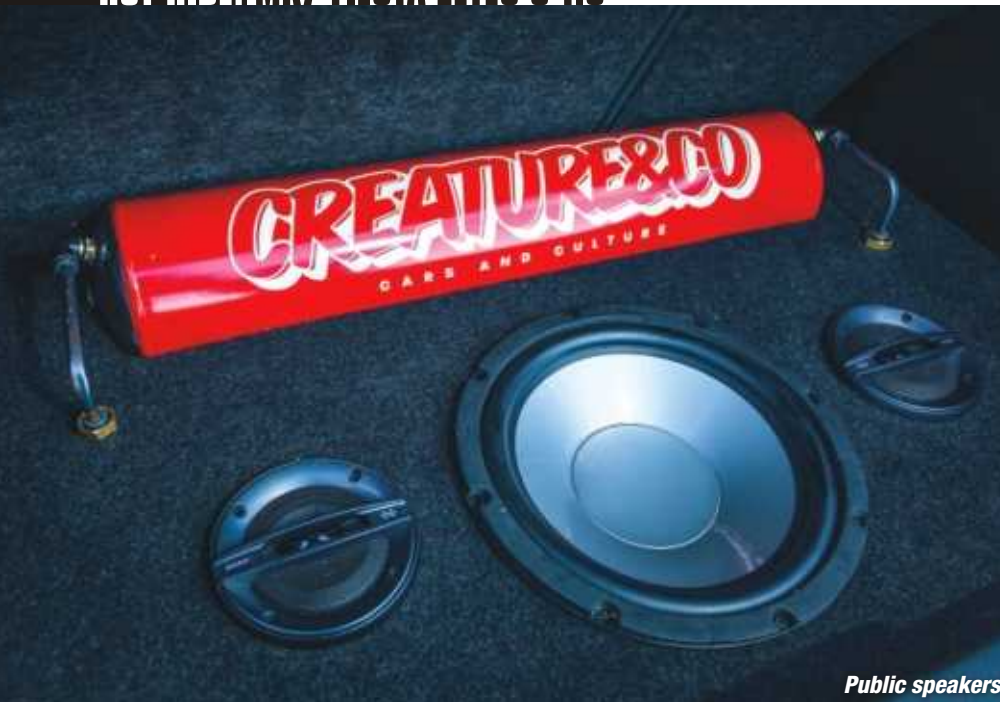


Lavish Lights

Ryan's fiancé Natalie booked the Fiesta into Headlights Retrofit for a light conversion as a Christmas present! They completely overhauled the angel eye units, splitting and spraying them to give a darker background and fitting bi-xenon projectors and RGB halos. There's also a clever sequence indicator built in and it all works off remote. At the flick of a switch Ryan can have any colour of light he wants. Which is handy, as he keeps changing the wrap, and it means he'll always be able to pick a colour to suit the body.

What a great present from Natalie. No wonder he's whisking her away to Jamaica to get married. She's a keeper!





Public speakers

of styling but it now delivers a mighty impact.

Ryan hasn't been shy with the interior either. Corbeau seats look stunning, especially alongside the MJC steering wheel, customised door cards, short shifter and Alcantara dash. The green touches lift it all nicely and matches so well with the dominant black and dark anthracite plastics. It's a pleasant place to be, especially for Ryan when he escapes from the stove.

V2 air ride slams the Fiesta to the floor and Japan Racing JP26 rims currently win the wheel battle. Although, no doubt these will have changed repeatedly by the time you read this. If Ryan's dishes taste as good as his Fiesta looks then we suggest you head for a bite in his restaurant as you'll be in for a treat. 🍽️

STYLING

Front bumper, foglight area, bonnet and rear boot panel smoothed; custom-made upper grill; wing mirrors smoothed and painted gloss black; Triple R Composites front and side splitters, Triple R Composites headlight brows; Mountune spoiler extensions; Boomba Racing wing risers; Zunsport front grille; KMS smoothed rear dual exit diffuser; hydraulic bonnet ram; tinted windows; tinted third brake light; split and sprayed custom headlights; bi-xenon projectors, angel eyes, RGB halos with wireless remote and sequence indicator; wrapped KPMF Envious Green.

TUNING

Full custom made stainless exhaust system with two 4in tips; J1 induction kit; custom painted camcover.

CHASSIS

V2 Air Lift air ride; Japan Racing JR26 8x16in wheels (ET25); Focus ST170 300mm front brakes.

INTERIOR

Corbeau Boss Evo2 seats; dashboard trimmed in charcoal Alcantara; black suede trimmed steering wheel; custom painted doorcards, smoothed and painted anthracite and green; gloss anthracite interior plastics; Mountune short shifter.

AUDIO

Sony 6x9 speakers; Juice amp and 12in sub.

THANKS

My lovely fiancé Natalie Muir for putting up with me and my car; Chris Morrison at ACE Tints & Wraps; Simon's ARC for Bodywork; Headlight Retrofits; Big Jo Wallace & Mike Amato and all the boys at Creature & Co for pulling out last minute work on the car when needed; also, The Auchans Restaurant & Bar in Dundonald.



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TO INFINITI AND BEYOND

It's not just the space-inspired touches that help make Drew Evans's Infiniti G37 an unforgettable ride. There's also the one-off Liberty Walk kit and spotless supercharged motor, ensuring it's well and truly out of this world...



If aliens swooped down upon Earth today, how do you think they'd modify their cars? One thing's for certain. No matter how their other-worldly creations ended up, they'd be guaranteed to stand out from the crowd.

Growing tired of witnessing the same trends at every car show he attended, Pennsylvania resident Drew here has taken a leaf out of our imaginary extraterrestrial chums' book while undertaking the epic six-year build on his Infiniti G37 saloon. Now undeniably one of the most awe-inspiring examples of this car the world over, it seems that daring to be different sometimes really does pay off.

It may have gone on to win more awards than Titanic has Oscars since its recent completion, but Drew's car beginnings were just as humble as the rest of ours. "I've always been a JDM car enthusiast and always will be," he proudly reveals, rattling off the dozen-or-so Nissan and Infiniti variants he's owned over the last couple of decades. "I've also modified them since high school, too. Just not to the same level as the G37!"

This particular German-rivalling saloon from Nissan's understated sub-brand Infiniti came into Drew's life in late 2012, with the initial intentions for the car a million miles away from creating the show-stopping machine that's since emerged. "It was originally purchased for my wife, which people are normally pretty shocked to hear!" he laughs, continuing to explain how the announcement of his third child soon after snapping up the car meant it unexpectedly fell into his hands as his other half required a slightly larger vehicle instead.

Suddenly left with this then-white, fairly lowly-spec'd example of the luxury saloon that sports the same V6 motor as the Nissan 370Z, then, what on Earth was Drew going to do with his latest surprise acquisition?

Well, modify it, of course! "I started with some basic changes that went down well at shows and spurred me on to go more full-throttle with the project," he recalls.



Although he'd spotted countless two-door coupé examples of the G37 receiving a whole load of attention at shows like SEMA in Vegas in recent years, Drew was hard-pressed to find anyone who'd shown the four-door saloon version like his any love in the modified car scene, helping to spawn his plans to do things a little differently from here on out. "I wanted my saloon to be one of a kind. Many coupés could pull off what I was planning, but it'd never been done with a version like mine before."

The brief was simple enough: create a super-powerful, wide-body machine that would receive a no-expense-spared level of attention over every square inch of its smooth skin. Parts would unsurprisingly revolve around genuine JDM components wherever possible too, to signify Drew's love for his very favourite car scene out there. And it only takes one look at the finished product to see that he's not only made his initial ideas a reality, but completely pushed it to a whole new dimension in the process.

Inside, Drew's family's signs of the zodiac can be seen in fibre optic lights





**"It's the world's first fully polished Vortech supercharger setup.
The process of getting it that way took over a year"**



Let's start with that Liberty Walk body kit. Its physics-defying riveted-on wide arches and low, swooping bumpers might look like they were always designed for this saloon, but in actual fact, the kit has been meticulously adapted from the coupé version to make it the very first of its kind in the world.

With Drew's assistance, the bulk of the painstaking job was performed by APAC in Maryland, which required some imagination and a lot of balls to see through to the end. "Hacking up the body of the car, and also a brand-new Liberty Walk coupé kit from Japan had me sweating a bit; not to mention the costs involved..." Drew tells us with a grimace.

Thankfully though, the kit was soon sitting perfectly and was topped off with some subtle extras such as bonnet vents from a GT-R, carbon Signal splitters and that custom ducktail spoiler, before the next rather unforgettable enhancement was performed: that blazing Candy Apple Red paint job. Another one-off, the colour was developed with help from BASF and is topped off with a Glasurit clear coat and CQuartz ceramic coating to make sure it's smoother than Marvin Gaye's greatest hits. "It looks ridiculous when it's out in the sun now!" our proud owner gleams.

Soon developing the nickname of 'Mars' thanks to its new-found colour scheme, Drew explains how it was around this time that his obsession with astronomy began to make itself apparent throughout the build as one of the main themes of the car. It's why you'll find such unusual and inspired LED lighting not only in the usual spots such as the headlights and indicators, but in the form of the starry night-esque headlining and boot lining inside, too.

"It's made by poking tiny holes through the Alcantara with fibre optic lighting underneath," Drew explains. "It actually simulates real constellations; my family's zodiac signs are visible in the boot lining." Where else have you seen such overwhelmingly impressive attention to detail as that?

Filling up the wide arches are some stunning WORK split rims that're as monstrously girthy as you'd expect, finished up in a night sky-matching gloss black and graphite colour scheme. While these aren't the most unusual wheels you'll ever see, there is an aspect

of this rolling setup that Drew is particularly proud of. "The fact I run my camber at basically OEM spec and have hardly no stretch on the tyres at all seems to be pretty mind-blowing to everyone," he reveals, those chunky Toyo R888 tyres looking all the better with their refreshingly functional amount of sidewall on offer when compared to the stretched setups seen all too often nowadays.

It's just as well the car's set up to be driven hard, too, once you pop the bonnet and discover the next jaw-dropping aspect of this inspirational ride. Now sporting a hefty Stille/Vortech supercharger package on top of its V-oriented engine, the Infiniti now offers up over 450bhp to the rear wheels through its flappy-paddle gearbox.

But that's not where it ends – just look at that bay! "The fact it's fully polished under there is a personal highlight of mine," Drew admits. "It's the world's first fully polished Vortech supercharger setup, and the process of getting it that way took over a year in itself to complete..." He certainly doesn't do things by halves!



Superb seating ▼►

As well as the extremely cool star-light headlining, other memorable touches to the interior include the super-exclusive 'edirb' furniture. A luxury arm of Bride (yes, 'edirb' is 'Bride' backwards), the posh pews are a step up from the firm's normal offering with 'advanced protein leather' offering up a softer, more premium feel throughout the cabin. Fancy!

Posh pews with extra,
erm, protein



"Hacking up the body of the car, and a brand-new Liberty Walk coupé kit from Japan, had me sweating a bit!"






▲ Bespoke brakes

Tucked under those wide WORK rims are a set of anchors more than a match for the 450-odd ponies on tap from the V6 lump up front. Courtesy of R1 Concepts, the callipers on this set of stoppers have even been meticulously colour-matched to the car's body. A nice touch!

A plethora of strut bars and a trick AirREX air suspension system set up to perfection reflect the fact that, refreshingly, Drew is now keen to drive his mighty machine at any given opportunity. "I can never comprehend spending a ton of time and money on something that sits in a garage and gets trailered everywhere!" he says.

And with such a formidable machine on your hands, why would you want it to be any other way?!

Despite his penchant for getting behind the wheel, this stunning G37 has rather unsurprisingly garnered a lot of attention on the show circuit and through the world of social media. Drew was lucky enough to debut the car at none other than the 2016 New York International Motor Show on the DUB stand – a surefire way of getting it into the public eye. That was followed up by an invite to SEMA – the event that can be blamed for starting the build in the first place.

The secret to all this success? Drew unsurprisingly puts it down to adding a touch of originality here and there. "I can't stress enough to everyone in the scene to be original and build your vision for yourself. There's too much cookie-cutting and repetition out there. So be different!" 



Chunky Toyo R888 tyres looking all the better with a refreshingly functional amount of sidewall

STYLING

Full re-spray in custom BASF/R-M Carizma Candy Ruby Red metallic; Glasurit Superior Gloss clear coat; CQuartz professional nano-ceramic coating; full Liberty Walk wide-body kit; Nissan GT-R bonnet vents; modified Infiniti Sport-spec chin spoiler lip; carbon Signal Spec IN front splitter, V1 side skirts and rear diffuser; custom Successful Automotive Bella ducktail rear spoiler and side skirt extensions; Access Evolution wing mirrors; ShadowSpeed rear windscreen spoiler; custom ONEighty satin black headlight housings with quad LED halo bulbs and custom quad RGB demon eyes; JDM LED indicator covers; custom Ghozt Lighting rear indicator and brake light modules; custom TRS projector LED fog lights; LEDGlow under-car lighting.

TUNING

3.7-litre VQ37VHR V6 engine; Vortech V-3 supercharger kit by Stillen/RT/Tuning; Turbosmart blow-off valve; Frozenboost water-to-air intercooler; HKS M45HL Super Fire racing spark plugs; Fast Intentions resonated high-flow cats; GThaus MeisterSchaff cat-back exhaust system with custom 130mm exhaust tips; gloss black engine bay with fully polished hardware and bolts; HKS limited-edition caps; custom LEDGlow engine bay LED strobe lighting; Stillen grounding kit; EcuTek ECU.

TRANSMISSION

Seven-speed automatic gearbox with paddle-shift.

CHASSIS

12.5x19in (front) and 14.5x19in (rear) custom WORK Meister S1 three-piece split rims in gloss black with matt graphite faces; polished WORK wheel hardware; 295/30x19 (front) and 325/30x19 (rear) Toyo Proxes R888 semi-slick tyres; AirREX digital air suspension system with pillowball mounts; SPC camber arms; Cosco sway bars; GTSPEC front strut tower bar; front strut tower modification for extra clearance; R1 Concepts body-matched forged six-pot (front) and four-pot (rear) brake callipers; cross-drilled and diamond-slotted carbon alloy brake discs.

INTERIOR

Bride 'edirb'-series premium reclining leather front bucket seats with matching rear bench; Cosco harnesses; body-coloured NRG Innovations harness bar; ExactArt Fabrications custom Alcantara headlining with illuminated star lighting; body-coloured interior panels; Tommykaira LE gearknob; Tanabe Revel VLS 52mm A-pillar gauges (boost, air/fuel ratio and oil pressure); custom AWD/RWD and VDC on/off toggle switches; custom ICE/air boot installs with LED lighting and illuminated Liberty Walk-style flares; Bose 10-speaker audio system; twin 12in Alpine Type-R sub woofers; Hifonics Brutus 1500w monoblock series amplifier.

THANKS

Derrick Nowell and Paco Duarte at APAC; James Coyne and Vince Hafner III at R/TTuning; Mark Chin and Kenny Chan at RavSpec; Alex Murr at ONEighty Customs; Stan Chen at Toyo Tyres; Meguiar's; Mike and Joe Creighton at Creighton's Auto; Brendan Ginty at GintyFab; Nik Oakes at Oakes Detail; Sean Mallon at 4UDrew Foundation; Charlie Gonzalez at R1 Concepts; Ryan Nettleton at ExactArt Fabrications; Dave Brown at F.A.S.T.; Manny Torres at Effix Graphix; Artem Lenchuk at DnD Custom Autobody; Mark Dorman at Stillen; Adam Krawczuk at Race Consulting Agency; SoFresh Lifestyle & Apparel; Carbon Signal Automotive; Moe Nowicki and Chris Gulich at Smokin' Moes; Dan Evans at Ghozt Lighting; Xprite USA; Diode Dynamics; Khris Tabucanon; Penn Auto Body; Gabe Torres at Intercity Concepts; Marshall Lum at AirREX; Nick's Blasting and Polishing; Concept Z Performance; Robbie Trengrove at Japan Auction Parts; Dan Ruggiero at Willow Grove Infiniti; Brian Fox at BASF; Dave Lightner at LED Glow; Chis Whelan at Custom Engine Bays; Ian Nerida Yu at Tanoshi Lifestyle; my wife for supporting me over all these years; and true friends who've been by my side.

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Retro Rides Weekender 2018

THE WEEKENDER WAS RETRO RIDES' NEW-FOR-2018 SHOW
AT GOODWOOD. ANY GOOD? TOO GOOD

Retro Rides is a name that will be familiar to many of you. It's a huge forum which shares a lot of the values of the magazine you're holding in your hands. Quirky and cool cars are the order of the day, from 1940s rat rods to 1990s Touring Cars and pretty much everything in between.

With the ever-growing scale of the forum, it was inevitable it would spawn a show, and the Retro Rides Gathering has been running for years, growing from the Retro Rides Show at Mallory Park, through its inauguration as the Gathering at Gaydon's British Motor Museum, over to the historic Prescott Hill Climb, and into its current guise at Shelsley Walsh. But what we're seeing here is something else again: an all-new-for-2018

show at Goodwood, named the Retro Rides Weekender. Exciting times.

Goodwood is, of course, a big deal. And given the whopping scale of events like the Revival and the Members' Meeting (plus the Players Classic and many more), David Murphy and the Retro Rides team were tightly puckered in anticipation of a successful show.

Thankfully, it was a raging success. Static collections on the Saturday included classic Thundersaloons, historic Street Machine feature cars, and UK lowriders, with plenty of hot retros taking to the track.

Sunday saw the circuit closed off to host hundreds upon hundreds of show cars on club stands, with the standard impressively high. We've picked out a few of our favourites over these pages. Hopefully the Weekender will be back at Goodwood in 2019...

OUT THERE: RETRO RIDES WEEKENDER



Pipey's E-Type

You may know this car as the 3-Type, although that name isn't really appropriate any more. A rotten shell saved from the crusher, this purist-baiting Series 3 2+2 was doing the rounds on the show scene last year with a triple-rotor Mazda Wankel, hence its nickname. But fresh for this season, it's rocking a BMW S65 V8, pinched from an E92 M3 no less. If you want to know more (and we know you do), look out for a full feature in Fast Car soon...



Special Saloons and Modsports

Retro Rides is as much about go as show, and this curated paddock showcased some of the outrageous racers that populated the Special Saloon series through the 1960s, '70s and '80s. The forerunner to the Thundersaloon series, these machines are big-engined evolutions of recognisable production cars, and they're just absolute monsters. The team pulled together such treats as the period-perfect Marsh Plant Aston Martin V8, a Zakspeed Mk2 Escort, and – just for fun – a savage Calibra Thundersaloon.



Lowrider Civic

Traditionally the lowrider scene has a lot of rules: you need a full-size 1960s American behemoth with an X-frame, like a Chevrolet Impala, which you paint in absurdly intricate patterns, trim in buttoned velour, and encourage to hop up and down on hydraulics. Well, this wicked Honda is subverting all that. You don't need a G-Funk ride to run credible low-lows – you can do it in a 4th-gen Civic. Surprisingly awesome, isn't it? We'll be running a full feature soon so you can learn all about it.

Retropower Alfa

There was a broad spread at the Weekender, both in terms of quality and budget. Representing the top end of both were the guys from Retropower, who brought along a variety of their recent top-spec builds. Our favourite was this Alfa Romeo GT Junior – partly for the flawless restoration, but largely because of the extremely naughty engine swap. They've put a Millington Diamond in there, which you'd usually see in rally-spec Ford Escorts and the like. A full-house nat-asp screamer, that engine's a hell of a way to blow £20k+ – while also amusingly irritating the Alfa Romeo Owners Club!



Imply amazing



... it's running a M104 2.8



Woody's 1969 W114 was our car of the show...

OUT THERE: RETRO RIDES WEEKENDER



F1 inspired GT-Four

Mint green Celica GT-Four

Quite possibly the UK's best GT-Four? This Celica has been built up as an ongoing project by an ex-F1 engineer, and he's used the breadth of his expertise to make this Toyota super-clever. It's got a pit-lane limiter set at 30mph, which he can flick on through villages before activating the launch control when the speed limit rises. It's got anti-lag. He's talking about developing KERS for it. And best of all, it's got a genuine Formula One turbocharger. (Although we can't tell you which F1 car it's from. It's top secret!)



Initial G's first car?



Mean Machine



Too much awesome for one picture





Just a Jaguar XKR on bags



*Benny Rees' 1976 Celica
RA28 GT2000 Liftback*



Zetec Moskvich

The one car that really had everyone scratching their heads and saying 'Er, what is it?'. We impressed the owner by confidently strolling up and saying 'Cool, it's a Moskvich!' But only because we'd read the badge on the bootlid...

This Moskvich 412 (a basic saloon built in Russia from 1967-82) has been fitted with a Ford Zetec motor, giving it slightly more modern performance! It was built by a motorcycle customiser, and it's got bike coilovers with airbags, a fuel cell in the boot and all sorts of other cool tricks. We just love the plain weirdness.



PROTUNER

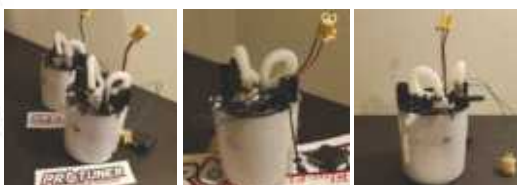


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A white BMW car is parked in front of a rusty blue wall. The car's front end, including the grille and headlights, is visible. The license plate reads 'J58 HFN'. The background wall is made of blue-painted metal with significant rust and peeling paint.

SINGLE MINDED

This RamAir-equipped BMW may look innocent on the outside, but lift the bonnet and you'll find a mighty, 550bhp, single-turbo conversion...

The sleepy town of Pewsey is one of those places where time appears to have stood still. Nestled in the rolling Wiltshire countryside, life here runs at a more sedate pace. But don't be fooled. Like many of the UK's smaller towns and villages, look a bit deeper and you'll often find a lively tuning scene.

This area is home to RamAir, one of the UK's fastest growing air filtration specialists. With a heritage stretching back to 1981, the last eight years has seen rapid growth with a new range of performance intakes. Key to this success has been a can do attitude and willingness to help people out with unusual fitments. People like Chris Roberts.

Chris has been a mate of Dan, Chris, Mike and the rest of the RamAir crew for several years and has become their unofficial test driver. "They've always helped me out with products and because I'm on track a lot, everything gets a thorough testing!" he smiles.

So when he needed some help with his latest project, he knew where to turn. "I'm really into track driving and after my modified Impreza went, I wanted a new toy," he tells us.

The 2009 Beemer ticked all the boxes. The N54 twin-turbo straight-six produces 302bhp and sends it all to the rear wheels. It's a fast, well-balanced car and was perfect for what Chris wanted.

Having purchased this highly spec'd example from MCR Specialist Cars (also mates of Chris), he proceeded to drive the nuts off it at every opportunity. "I've lost count of the number of laps I've done at Castle Combe, but it must be hundreds," laughs Chris. "I've also been to the Nürburgring in it and did loads of laps there – the car didn't miss a beat."

With so much of its time spent on track, the BM's suspension and brakes were upgraded to make it more capable. "It was a great handling car, but coming from a much more powerful Impreza, it felt like it needed

“I’m going to spend the summer on track and representing RamAir at shows and events”



something extra,” admits Chris. The issue was compounded by the relative girth of the 1 Series, which weighs in at around 1500kg – a fair amount for a small coupe. “I didn’t want to strip it out as it’s a nice car that I also use on the road,” says Chris. So, it was clear that more power was required.

Some research revealed that several single-turbo conversions had been carried out on the twin-turbo 3.0-litre N54 engine, mainly in the US. The logic was simple: a large single-turbo would be less stressed than highly worked twins, plus much easier to access; given that this car is built to drive hard, that’s a big factor. A large single-blower also comes on boost higher in the

rev range than upgraded twins, which puts less strain on the N54, which can be vulnerable to high levels of low-end torque. And let’s face it – opening the bonnet to be greeted by a massive ‘bine is always a winner! With no off-the-shelf single-turbo kits available, Chris turned to local turbo specialists, Davefab.

These guys (both called Dave, funnily enough) have made a real name for themselves with their home-brewed turbo set-ups, most notably on their own Mazda MX-5 demo car. They couldn’t wait to get stuck into the BMW.

Clearly a large turbo wasn’t just going to bolt on to the engine, but the team soon realised they could do it without incurring huge expenses.

“The plan was to retain the stock manifolds, which would make things a lot easier and cheaper,” says Chris. “We also left the engine stock, as from what we’d gathered, the internals could take over 500bhp.” The team also knew that they could get it to run via a piggyback ECU set-up. All of this meant Chris wouldn’t have to pay for a built engine, fancy tubular manifolds or standalone management, which would really keep a lid on costs.

Even so, a lot of thought had to go into the conversion as the 1 Series’s bay wasn’t designed for a large, single-turbo. Several

items had to be relocated, including the power steering and header tanks. A major issue was the lack of space in front of the turbo, so RamAir’s engineers developed a custom ‘short’ air filter that fits perfectly. With an in-house design and manufacturing facility, it’s something they are able to offer alongside their wide range of model specific kits and silicone hoses. The gold heat management tape is also a RamAir speciality and adds that authentic ‘racecar’ touch to the engine bay.

Once work began, it quickly progressed, although a tight deadline led to an all-night session before the car’s maiden outing. “The PAAA Industry Track Day was fast approaching and RamAir asked me to bring the car along.” Says Chris. “We worked through the night to get it ready. We finished it and drove straight to Castle Combe.”

With some of the biggest industry figures in attendance, the large ‘snail’ under the bonnet certainly raised a few eyebrows. “We were only running on low boost at this stage, but even so, it still went really well,” he says. It was clear the big-turbo set-up worked and would offer huge potential once the map had been fine-tuned.

Since then a lot more development work has gone into the car and it’s now running around 550bhp and 560lb/ft. But with further mapping, Chris thinks there’s more to come.





App allows map to be controlled via iPhone



Chris can keep an eye on the vital stats

Swindon Karting Arena

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BorgWarner turbo and custom RamAir 'short' filter



The game of 'spot the turbo' wasn't going well...

"The highlight for me so far was at the Spring Action Day, where I was keeping up with £100,000+ cars," smiles Chris. Several surprised owners were quick to check out the BMW back in the paddock and all gave a nod of respect when they saw what was under the bonnet.

"That's what I love about this car," says Chris, "Most people don't realise it's so fast. OK, if you know what you're looking for you might spot the 255-profile track tyres (which stick out a fair bit to give lots of extra grip) and there's the rear wing. But it isn't covered in graphics or stripped out with a cage." However, the wheels were one of the trickiest parts to get right.

"I wanted 255s all round so that if I get a puncture, I only have to carry one spare; I haven't got room for staggered fitments." This meant fitting 255s on the front, which the 1 Series was never designed for. "We had to pull out the inner arches and then roll the outer arches to get the Team Dynamics Pro Race with Yokohamas to fit," says Chris.

The arch-rolling technique involved placing several magazines on the tyres, then pushing down on the wings with brute force, until the magazines slipped, allowing some movement. It's a rather crude way of doing it, but it did the trick and is a neat little hack.

Inside, the stock interior remains, including the leather seats, which offer a surprising amount of support, even when flinging it around a track. The only giveaway



is the iPhone mounted in a cradle on the dash, which shows an array of gauges. "It links to the JB4 ECU and allows me to control the boost and fuelling, check oil temps – you name it," says Chris.

So what's next for this ballistic BMW? "I'm going to spend the summer on track and represent RamAir at shows and events," says Chris. "There's more mapping to come, so it'll make more power, but to be fair it goes pretty well as it is." He's not wrong.

As we wrap up the shoot, he asks if we can try a few 'smoky shots' and proceeds to nail the throttle and lay down some rubber. As the smoke clears, a smiling Chris gets out of the car and says, "I've never done that before; I'm no drifter, but that was fun."

Look out for this ballistic BM at a track near you, soon... **FC**



RamAir

As one of the world's leading air filtration specialists, RamAir offers a huge range of performance products – everything from old-school carb kits and panel filters, through to full heat-shield induction kits. They also stock a range of universal filters, which are ideal for odd applications or where space is limited as with Chris' BMW. All products are available for next working day delivery via their website, eBay store or through Amazon.

www.ramair-filters.co.uk

ENGINE

Stock 3.0-litre N54 engine; Davefab single-turbo conversion utilising the standard manifolds; all joints V-banded for easy assembly/disassembly; Davefab custom 3in downpipe; Davefab custom water pipe; Davefab custom rocker cover/coil-injector loom heat shield; BorgWarner EFR 7670.92 internally gated turbo; Turbosmart twin-port actuator with 17psi base spring; R-spec/Mac 4-port boost solenoid; RamAir custom 'short' air filter; Forge uprated charge pipe with 50mm dump valve and water/methanol nozzles fitted; Goodridge fittings and braided lines throughout on the turbo; Motamec 26-row oil cooler with black braided lines; Torques oil block take off and fittings; Devils own/coolingmist water/methanol injection kit with twin cm7 nozzles; water header and power steering tanks re-located due to single-turbo conversion; Wagner intercooler; Protuner Stage 2 drop-in uprated fuel pump; standard exhaust cut up and gutted/straight through with quad twin-exit exhaust; Burger Motorsport JB4 ecu with Bluetooth interface connection allowing mapping/control from iPhone; BMS oil catch can; Rob Beck PCV valve; RamAir gold reflective tape for heat management; lambda sensors re-located pre-turbo in manifold runners; BMW 550i OEM clutch; NGK 1 step colder spark plugs gapped down to .20

POWER

550bhp and 560lb/ft @ 20psi boost (more to come when fully mapped).

SUSPENSION

BC br coilovers with adjustable top mounts and 30-way adjustment; set-up for 2.5-degrees camber all round for track; Eibach uprated 25mm front and 15mm rear anti-roll bars.

BRAKES

Factory 6-pot front and 2-pot rear Brembo brakes painted Renault Liquid yellow; Pagid motorsport RS29 pads all round; M-tech brakes 'J' hook discs all round; Hel yellow braided brake lines all round; Castrol SRF brake fluid.

WHEELS AND TYRES

Custom made Team Dynamics Pro Race 1.3 18x8.5 et50 square set-up alloys in gloss black; 15mm spacers front; 10mm spacers rear; Toyo R888r/Yokohama AD08r 255/35x18 tyres; 25mm wheel stud kits; custom gel badge black/white BMW flat centre caps.

EXTERIOR

Factory fitted M-Sport bodywork; Itec Tuning BMW M3 GTS rear carbon spoiler with alpine white ends; BMW carbon fibre lip spoiler, BMW carbon wing mirrors; carbon aerial cover; Kersch carbon front splitter; all arches rolled; pulled and cut to accommodate wider wheels for track; black/white BMW badges; rear bumper cut and modified to house quad twin-exit exhaust; roof wrapped in gloss black vinyl; facelift 2010 LCI dark line rear lights; fully loaded with every optional extra including xenons; parking sensors; tinted windows; headlight washers.

INTERIOR

Fully loaded BMW interior including black Boston leather; iDrive, full professional Harmon Kardon stereo and sound system; E92 M3 traveller spare wheel kit; Devilsown/coolingmist water/methanol injection kit mounted in the boot.

THANKS

Dave Massey and Dave Nicholls at Davefab; Dan Mullan, Chris Yates and the gang at RamAir; Chris Beaven for all his help as without him the car would not have been possible; Paul Kang at BTN Turbo; Greg Gush at Protuner; Mike Chalk and the Crew at MCR Specialist Cars; Jamie Williamson at Dick Lovett BMW Hungerford for the OEM parts; all my family for help and support; thanks also to Swindon Karting Arena for the location.

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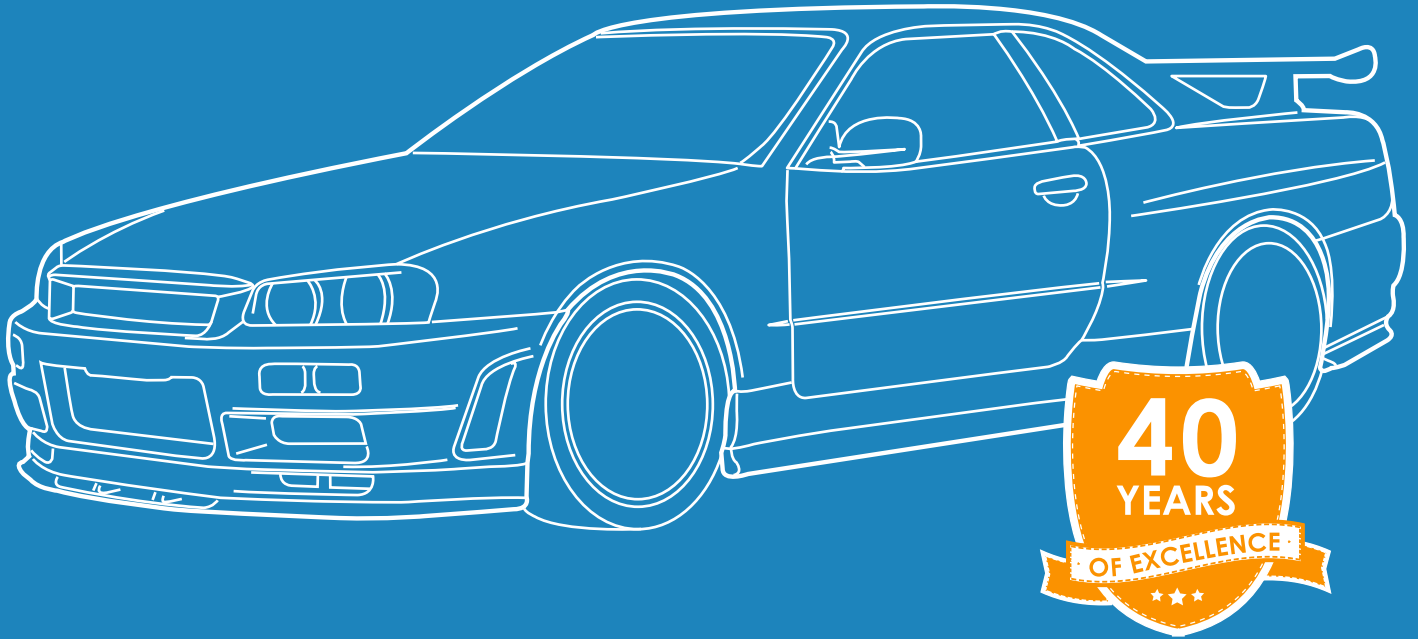


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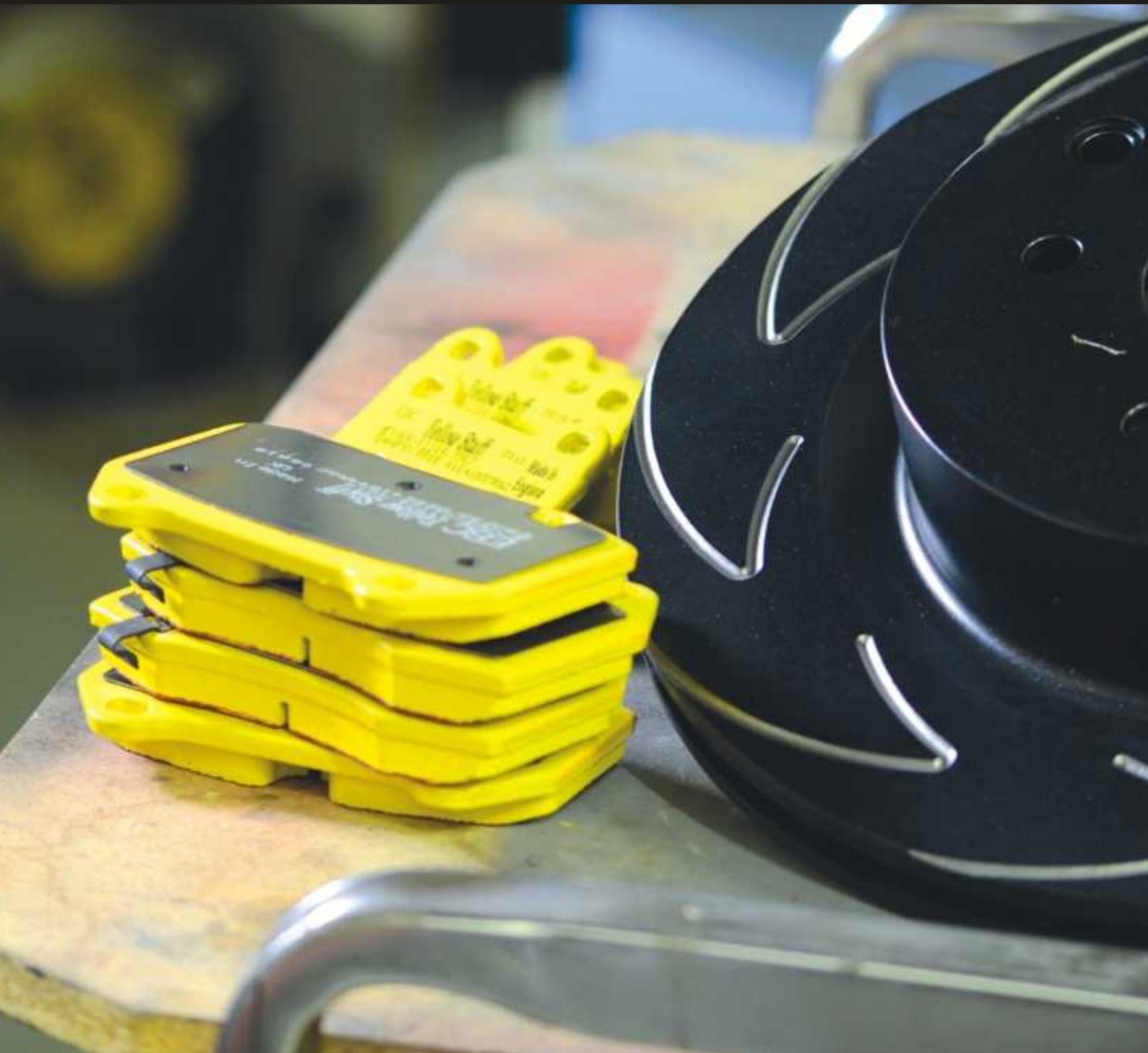
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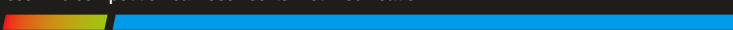
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MAIN MODS: EBC BRAKES AND LOTS OF PLANS

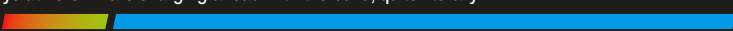
P088



ZERO EV TESLA-POWERED R32 DRIFTER

The boys at Zero EV are charging ahead with the build, quite literally!

Start



Never Finished

MAIN MODS: TESLA ELECTRIC MOTOR • PB COILOVERS • JAFFA CAKES

P090





#FC PROJECT FREE FIDDY

IT'S OUR GIVEAWAY 350Z – AND THAT MEANS YOU COULD BE DRIVING IT HOME!



If you missed the last issue, you may be wondering what this rather hairy-chested, 300bhp bruiser is all about. Well, this is our 2018 giveaway car, so the premise is that one jammy bugger will be calling this their own immediately after TRAX in October. Although, that being said, we just couldn't give it away as standard, could we? That just wouldn't be cricket!

Instead we'll be bolting on some well-chosen mods and getting this one up to scratch before we hand over the keys. After which I'll probably go and have a little cry in the corner somewhere.

Anyway, after a full steam valet last month, I thought it only prudent to get the big Nissan up on the ramp and give it a good once-over.

To be fair it's pretty damn solid too, which always comes as something of a relief. It looked spot-on when we bought it, but it doesn't matter if you're a mechanic, a dealer or a total car-buying novice, you never really

know until you spend a couple of hours prodding around with a screwdriver.

Lucky for us, this one is just as clean as we hoped it would be, even the brake pads had some meat left on them – which seems to be pretty novel for any second-hand 350!

Still, we can't have this one going around to all the events this year and then on to its new owner with just 'some meat'. So, we got on the phone to EBC Brakes and ordered a full complement of goodies.

As I'm sure you already know, these funky-looking BSD discs are grooved to help remove gasses more effectively than more conventional unidirectional slotted discs, and they're available for 80 percent of the cars on the market.

The Yellow Stuff pads are also world-renowned as some of the very best for fast-road driving, not to mention a few track day heroics on the weekends. In other words, they're absolute perfect for our Zed.

Of course, while I was waiting for those, I had to follow the usual procedure for when you decide to get to work on a new project. The most painful job of all – searching high and wide for that sodding lock-nut key!

It must have been a double lucky day though, after rooting around all the usual places, there it was, right under the passenger seat!

So, for once at least, I won't have to break out the welding kit and air chisel. Another novel concept I'm sure.

It didn't take long for the hardware to arrive and, being top-quality direct-fit parts, it took even less time to bolt them on. So, that's exactly what I did.

The final piece of the puzzle is to bed them in properly of course. But, as I haven't got a show to go to for at least the next three days, and Jules is away this week, I think I'll skive off for a little longer. After all, I may as well give it a service while it's on the ramp, eh? I'm nice like that.



*So, um, what colour are those
Yellow Stuff pads then?*



*Stare at these long enough and
you'll take up disc throwing*



*I wonder what happens
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Time for a brake



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ZERO EV R32 SKYLINE

IT'S BEEN A LONG MONTH, BUT FINALLY THE SUBFRAME AND CHASSIS WORK IS COMING TOGETHER...



If you saw our last update, you'll already be aware that we were neck deep in the complexities of wiring, batteries and fabricating the battery box. Well this month it's been chassis and subframe work.

One of the first jobs was the removal of the fuel tank, as we obviously don't need one! Nope, there'll be no petroleum-derived liquid sloshing around in our R32. We'll leave that to all those prehistoric motors that still run internal combustion engines. Jokes. We still love you really, good old petrol engines!

Next was fitting up the R32 to the Tesla subframe. To be honest, we really hoped it would fit without too much cutting. How wrong were we? Well, very, very wrong.

After cutting out most of the boot floor and lots of modifications to the chassis (oh and not to forget moving the strut tops to line up) everything finally fitted. That's all in a day's work (well, ahem, a week's work) when you are doing these kind of crazy conversions.

We then added in a load of tubular work to strengthen it all. This thing needs to be strong. It's going to have a hard life drifting.

Unlike the subframe, we were expecting the suspension to be a monumental pig of a job. However, we found out a set of Audi R8 coilovers fit perfectly in the Tesla suspension points. Winner! So we just adapted the strut tops to fit and were sorted. A big thanks to PB Brakes for

sending us a set of coilovers for the rear to test out.

As you can see from the pics, the wheels sit pretty wide. Well, very wide. So we're now looking into how to accommodate them. Hmmm... Maybe a Rocket Bunny kit? What do you think?

Hey, what's the hold up?





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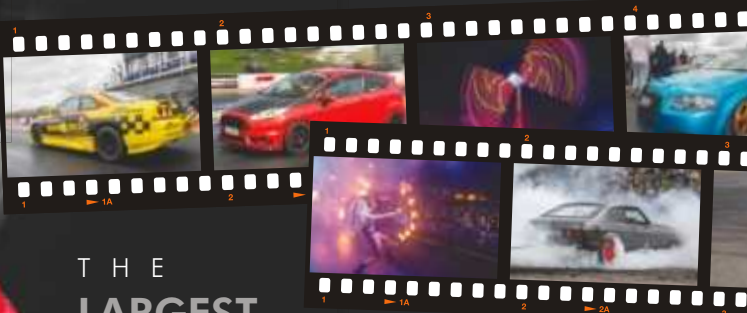
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Paradise Lost

It took an epic journey for Rafal Kotysz to finally realise his Z31 dreams. This sparkling white Targa shows that you should never stop chasing the one that got away...



WILD CARD: NISSAN Z31

Today's modifying scene, more than ever, is polarised between two main approaches: the ostentatious and the less-is-more.

Both methods have their merits, and it's all in the execution. But it's safe to say that for every outrageous widebody Lambo there's a few dozen tastefully upgraded retros. And you could even argue that the minimalist approach is far harder to pull off: if you're building a money-no-object supercar you can go hell for leather with your wallet, throwing cash at every aftermarket manufacturer who takes your fancy and pulling together a colourful jigsaw puzzle of big-name additions. Accentuating the simple purity of a design, however, requires a light touch.

Some of the classiest builds are the ones where people who aren't in the know wouldn't realise anything's been done at all. Naturally it's a tightrope, though. Where do you draw the line between a car that's been subtly enhanced, and one that's been done in a half-arsed manner? Rafal Kotysz is a man who's got this formula nailed.

Regular readers may recall his Mitsubishi Starion, which we featured a few months back. An exercise in subtle enhancement, it accentuated the classis Mitsi's stunning body lines by throwing in a custom air ride system... even though the engine was stock (and so were the wheels!), Rafal's approach created something that was just unimpeachably perfect. Timeless design, flawless execution.

He's played another blinder with this Z31-generation 300ZX too, hasn't he? A keen eye for classic design means that this old-school wedge slots perfectly into his favoured approach. And with this particular car, the end-game has been a long time coming...

"Once upon a time I remember seeing a beautiful Z31 for sale," he recalls, slightly misty-eyed. "It was lowered, sitting on BBS alloys and it looked amazing! But it was a bit too expensive for me at the time,

and I took a little while to make the decision. When I eventually decided to buy it, I called the owner... and he told me he'd just sold it! That was the moment I told myself I had to have one like it some day."

It's a strong position. After all, the allure of the Z car's cult cannot be denied. It's been drawing enthusiasts in for generations. Ever since the 240Z arrived back in 1969, offering an offbeat alternative to the Jaguar E-Type, buyers have been flocking to these hairy-chested little coupés – whether it's the sylph-like old S30 that flicks your switch or the modern 370Z bruiser, you'll always have a good time in a Zed.

What's interesting right now is that the Z31 is gradually coming to prominence too. It's long been the overlooked model in the line's history, but the oh-so-eighties version that was on the market from 1983-89 has managed to fight off the criticisms of looking 'too eighties' and come out swinging. People are viewing it in a new light. And that was precisely Rafal's viewpoint.

So, back to the hunt. "I spent hours on the internet searching for a Z31 that was just right," he explains. "And in the end, after a lot of looking around, I finally found a white 1986 300ZX Targa that looked like the one. Some Polish dealer had bought it from a scrapyard in Germany, and I bought it from him. It was in a pretty bad way, but I could see the potential!"

"The front and rear lights were all broken, and it was missing the rear windows and the rear spoiler. The fuel tank was full of rust and quite a few of the smaller trim pieces were missing too. On the other hand, the body panels were straight and had very little rust. So my first move was to start collecting and stockpiling all the parts I'd need to restore it, and while I was doing so I handed the Z to my body specialist Zygmunt Lipok, so he could work his magic."





"It was in a pretty bad way, but I could see the potential"

While this wasn't a full-blown salvage operation, thanks to the straightness and originality of the car, there was still a hell of a lot of work involved to get the body ship-shape, for two key reasons: firstly, Rafal and Zygmunt are perfectionists, and secondly, this isn't just a car – it's the realisation of a dream.

The one that got away might have, er, got away, but Rafal was determined to doggedly pursue the idea regardless. And so the Z31's chassis was stripped and sealed, and the body had its old paint removed and every last iota of corrosion aggressively chased out and repaired before the shell was prepped for the new paint. The plan was always to keep the original colour, although Rafal wanted to give it his own twist, so instead of flat white it's now a sumptuous pearly white, with an extra frisson of metallic blue finely misted over to really make those retro body lines pop.

"The wheels came next," he says. "They're 17-inch Japan Racing JR12s, which have been painted in the same shade of metallic blue that was subtly ghosted over the body. I think the colour combo works really well, particularly with the neo-chrome lug nuts." And as we all



More velour than a 70s disco, but you gotta love it!



The lusty V6 has found its voice again

WILD CARD: NISSAN Z31



The Z31 has been winning show awards and deservedly so

TECH SPEC: Z31 300ZX

STYLING

Full body resto; respray in white pearl with blue haze; 300ZX decals.

TUNING

VG30E 3.0-litre V6, 170bhp; custom stainless steel twin exhaust; manual transmission.

CHASSIS

9.5x17in Japan Racing JR12 wheels in metallic blue; 225/45 Marangoni Zeta tyres; neo-chrome lug nuts; custom MDU/Z31 hybrid coilover setup.

INTERIOR

Stock 300ZX.

THANKS

Special thank you to Pietruszka Performance and Zygmunt Lipok.

know, bolting big wheels to classic cars without doing anything about the suspension is a one-way ticket to ridiculous off-roader ride-height. "It's very hard to get lowering suspension for the 300ZX in Poland," he tells us. "So I decided to combine the original Z31 struts with a set of MDU coilovers designed for the Nissan 200SX. A bit of cutting, a bit of welding, and it all worked out really well!"

The final flourish was to ensure the car's lusty V6 could really find its voice, something which was achieved by a visit to RM Motors, who fabricated a full custom stainless steel exhaust system with shotgun tails – now the car can signal its approach long before you see it, which gives your brain time to prepare for the awesomeness it's about to witness as the sleek Nissan heaves into view.

"I decided to go with the minimum of tuning, to keep the car as original as possible," Rafal says, but don't go thinking we've gone all straight-down-the-line classic-car-mag on you. The attention to detail and the subtle tweaks to this Z31 make it a credible force on the modern stance scene. It's been winning awards at shows and rightly so. You don't need to throw everything at a car to make it shine. Sometimes, just sometimes, less really is more. 🏆



"A bit of cutting, a bit of welding, and it all worked out well!"



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Reference this.



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PCD Fitment Guide

We couldn't list every single car in the history of the universe (we just don't have the pages). But here's the majority of the scene's core motors – and a few wacky OEM+ options too

Make	Model	PCD	Centre bore
Alfa Romeo	159 (2005-)	5x110	65.1
	166 (1998-2007)	5x108	58.1
Aston Martin	Vantage	5x114.3	68.1
Audi	A1 (2010-)	5x100	57.1
	A3 (8L 1996-2003)	5x100	57.1
	A3 (8P 2003-)	5x112	57.1
	A4 (8E 2000-2004)	5x112	57.1
	A4 (B8 2007-)	5x112	66.6
	A6 (1999-2011)	5x112	57.1
	A6 (2011-)	5x112	66.6
	A8 (4E 2002-2010)	5x112	57.1
	A8 (4H 2010-)	5x112	66.6
	RS6 (4B 2002-2004)	5x112	57.1
	S3 (1999-2003)	5x100	57.1
	S3 (2006-)	5x112	57.1
	S4 (199-2001)	5x112	57.1
	TT 8J (2007-)	5x112	57.1
	TT 8N (2003-2007)	5x100	57.1
Bentley	Continental GT	5x112	57.1
BMW	1 Series (2004-)	5x120	72.6
	3 Series E30 (1982-1990)	4x100	57.1
	3 Series E36-F30 (1990-)	5x120	72.6
	5 Series E28, E34 (1985-1995)	5x120	72.6
	5 Series E39 (1995-2003)	5x120	74.1
	5 Series E60-F11 (2003-)	5x120	72.6
	6 Series (1976-)	5x120	72.6
	7 Series (1977-)	5x120	72.6
	Z3 (1996-2003)	5x120	72.6
	Z4 (2002-)	5x120	72.6
Citroën	AX (4 stud)	4x108	65.1
	C1	4x100	54.1
	C2	4x108	65.1
	C3	4x108	65.1
	C4	4x108	65.1
	DS3	4x108	65.1
	Saxo	4x108	65.1
Chevrolet	Corvette C4	5x120.5	70.5
Ford	Escort RS Cosworth	4x108	63.3
	Fiesta (all)	4x108	63.3
	Focus (1998-2004)	4x108	63.3
	Focus (2004-)	5x108	63.3
	Focus RS (2009-)	5x108	63.3
	Ka (1996-2008)	4x108	63.3
	Mondeo (1993-2000)	4x108	63.3
	Mondeo (2000-)	5x108	63.3
	Puma (1997-2001)	4x108	63.3
	Sierra Cosworth (1990-1992)	4x108	63.4
	StreetKa (2003-2006)	4x108	63.3
Ferrari	355	5x108	67

Fiat	Punto (1993-)	4x98	58.1
	Coupe (1993-2000)	4x98	58.1
	Bravo (1995-)	4x98	58.1
Honda	Accord (2003-)	5x114.3	64.1
	CRX (1984-2000)	4x100	56.1
	Civic (1983-2006)	4x100	56.1
	Civic (2006-)	5x114.3	64.1
	Civic Type R (all)	5x114.3	64.1
	Integra Type R	5x114.3	64.1
	Jazz	4x100	56.1
	S2000	5x114.3	64.1
Infiniti	G35 (2003-2007)	5x114.3	66.1
Land Rover	Freelander (1998-2006)	5x114.3	64.1
	Freelander II (2006-)	5x108	63.4
	Range Rover II P38 (1995-2002)	5x120	70.1
	Range Rover Sport (2005-)	5x120	72.6
	Range Rover Evoque	5x108	63.4
Lexus	GS 300/430	5x114.3	60.1
	IS 200	5x114.3	60.1
	LS 400/430	5x114.3	60.1
	LS460/600	5x120	60.1
Lotus	Elise S2 (Front 2002-)	4x100	56.6
Maserati	Grand Sport	5x108	67.1
Mazda	RX-7	5x114.3	59.6
	RX-8	5x114.3	67.1
	MX-5 (1990-2005)	4x100	54.1
	MX-5 (2005-)	5x114.3	67.1
Maybach	62S	5x112	66.6
Mercedes	190	5x112	66.6
	A-Class (all)	5x112	66.6
	C63 AMG	5x112	66.6
	C-Class (all)	5x112	66.6
	CL	5x112	66.6
	CLC	5x112	66.6
	CLK	5x112	66.6
	CLS	5x112	66.6
	E63 AMG	5x112	66.6
	E-Class (all)	5x112	66.6
MG	ZR	4x100	56.1
	ZS	4x100	56.1
	ZT	5x100	56.1
Mini (New)	Cooper (all)	4x100	56.1
	One (all)	4x100	56.1
Mitsubishi	Lancer Evo I, 2, 3	4x114.3	67.1
	Lancer Evo, 4, 5, 6, 7, 8, 9, 10	5x114.3	67.1
	Colt (1992-2004)	4x100	56.1
	FTO	5x114	67.1
Nissan	200SX S12, S13	4x114.3	66.1
	200SX S14, S15	5x114.3	66.1
	300ZX Z31/Z32 (1989-1992)	5x114.3	66.1

	350Z (2002-2009)	5x114.3	66.1
	370Z (2009-)	5x114.3	66.1
	GT-R (2008-)	5x114.3	66.1
	Juke (2010-)	5x114.3	66.1
	Micra (1993-2003)	4x100	59.1
	Micra (2010-)	4x100	60.1
	Skyline R32 (GTS only)	4x114.3	66.1
	Skyline R32, R33, R34 (1989-2002)	5x114.3	66.1
	Sunny (1991-1995)	4x100	59.1
Peugeot	106 (4 stud 1992-2005)	4x108	65.1
	107 (2005-)	4x100	54.1
	205 (1986-1996)	4x108	65.1
	206 (1998-2009)	4x108	65.1
	207 (2006-)	4x108	65.1
	207CC (2007-)	4x108	65.1
	306 (1993-2001)	4x108	65.1
	307 (2001-2009)	4x108	65.1
	406 (1995-2004)	4x108	65.1
	406 Coupe (1996-2005)	4x108	65.1
Porsche	911 (993, 996, 997 all GT)	5x130	71.6
	924 (1976-1987)	4x108	57.1
	928 (1978-1995)	5x130	71.6
	944 (1987-1991)	5x130	71.6
	Boxster (1996-)	5x130	71.6
	Cayenne (2002-)	5x130	71.6
	Cayman (2004-)	5x130	71.6
	Panamera (2009-)	5x130	71.6
Renault	Clio (1990-)	4x100	60.1
	Clio V6	5x108	60.1
	Megane (1996-2008)	4x100	60.1
	Megane 3 (2008-)	5x114.3	66.1
	Megane 225 Sport	5x108	60.1
	Twingo	4x100	60.1
SEAT	Arosa	4x100	57.1
	Ibiza (2002-2008)	5x100	57.1
	Ibiza (2008-)	5x100	57.1
	Ibiza (4 stud)	4x100	57.1
	Leon (2005-)	5x112	57.1
	Leon (-2005)	5x100	57.1
Skoda	Fabia	5x100	57.1
	Octavia (2005-)	5x112	57.1
	Octavia (-2005)	5x100	57.1
	Superb	5x112	57.1
Subaru	Impreza	5x100	56.1
	Impreza STI, WRX (1993-04)	5x100	56.1
	Impreza STI (2005-)	5x114.3	56.1
Suzuki	Swift (2005-)	4x100	54.1
	Swift Sport 2006	5x114.3	60.1
	Wagon R	4x100	54.1
Toyota	Celica (-1999)	5x100	54.1
	Corolla (1987-2007)	4x100	54.1
	Corolla (2007-)	5x114.3	60.1
	MR2 (2001-)	4x100	54.1
	MR2 (-2001)	5x114.3	60.1
	Yaris (all)	4x100	54.1
	GT86	5x100	56.1
	Supra 1, 2	5x114.3	60.1

Vauxhall	Astra F, G (1991-2004) 4 stud	4x100	56.5
	Astra G, 5 stud (1998-2004)	5x110	65.1
	Astra H (2004-2009)	4x100	56.6
	Astra H 5 stud (2004-2009)	5x110	65.1
	Calibra	4x100	56.5
	Calibra (V6 Turbo)	5x110	65.1
	Corsa B, C, D (1993-) 4 stud	4x100	56.6
	Corsa C, D (2000-) 5 stud	5x110	65.1
	Insignia (2008-)	5x120	67.1
	Nova A (1982-1993)	4x100	56.6
	Vectra A, B, C (5 stud)	5x110	65.1
	Vectra A, B (4 stud)	4x100	56.6
Volkswagen	Amarok (2010-)	5x120	65.1
	Bora (1998-2005)	5x100	57.1
	Caddy (1996-2003)	4x100	57.1
	Corrado (1988-1996)	4x100	57.1
	Corrado VR6 (1991-1996)	5x100	57.1
	EOS (2006-)	5x112	57.1
	Fox (2005-)	5x100	57.1
	Golf 1, 2, 3 (1979-1997)	4x100	57.1
	Golf 3 GTI/VR6 (1991-1997)	5x100	57.1
	Golf 4 (1997-2004)	5x100	57.1
	Golf 5, 6 (2003-)	5x112	57.1
	Jetta (1985-1991)	4x100	57.1
	Jetta (2005-)	5x112	57.1
	Lupo (1998-2005)	4x100	57.1
	New Beetle (1998-)	5x100	57.1
	Passat (1983-1996)	4x100	57.1
	Passat B5, B6, B7, CC (1996-)	5x112	57.1
	Phaeton (2002-)	5x112	57.1
	Polo (1994-2001)	4x100	57.1
	Polo (2001-)	5x100	57.1
	Scirocco II (1981-1992)	4x100	57.1
	Scirocco III (2008-)	5x112	57.1
	Touareg (2002-) diesel	5x130	57.1
	Touareg VR5 TDI (2002-2010)	5x120	65.1
	Transporter T4	5x112	57.1
	Transporter T5 (2003-)	5x120	65.1
	Vento (1992-1998)	4x100	57.1
	Vento VR6 (1995-1998)	5x100	57.1
Volvo	340	4x100	52.1
	C30 (2006-)	5x108	63.4
	C70 (1998-2006)	5x108	65.1
	S60R (2003-2010)	5x108	65.1
	S70 (1997-2000)	5x108	65.1
	S80 (1998-2006)	5x108	65.1
	V70 (2007-)	5x108	63.4



ARSE END

Quotes of the Month:



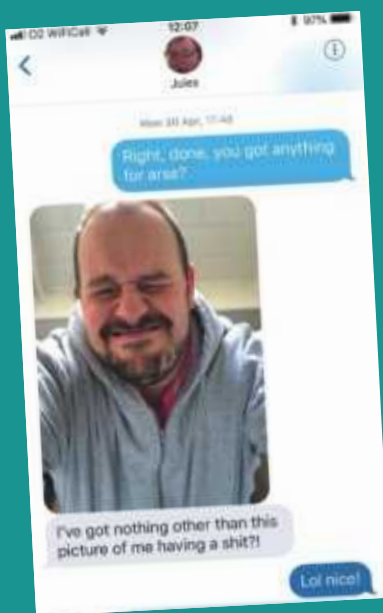
Jules: "What's this about you skiving off to go to a theme park like a big kid?"

Midge: "I have no idea what you're talking about."



Jules: "Dood, do you know how many calories there are in that huge bag of Monster Munch?"

Midge: "Er, about as many as my head?"



Text of the Month:
It's good to see Jules helping out with the features. No change there then.



No Stereotypes Here

Our Midge, who hates getting up early or on a plane, unless he's going on one of his bi-weekly holidays, had to take a work trip to Germany this month. Which he was most chuffed about. We did think there was a spot of naughty national stereotyping creeping in when he said he was being picked up by some bloke called Jurgen in an Opel sausage van though. But no. We stand corrected.



FC Nutritional Advice Pt.4

What with our Jules being a hot contender for the regional Slimming World Man of The Year (and no, we're not joking), once again, it's time for more nutritional advice:

"When you go shopping, choose one of the small trollies, and stick to the fresh ingredients you need, while avoiding the temptations of the sweets, crisps and frozen isles. The smaller the trolley, the less likely you are to pick up a load of bulky snacks or processed frozen items. Using a big trolley means you'll end up a fat bastard... like our Midge."

Thanks for that Jules. Next month we'll (finally) get to dinner. We hope.



Top Work

We always thought there was be nowhere else in the world we'd rather work than FC Towers. But even we don't have our own enormous lager room! Especially one so big that you need a hi-vis so they can find you again after your lunch break. It's probably a good thing though. We have enough trouble keeping Jules and Midge out of the fridge as it is.



TOP 5 VIDEOS

CHECK OUT MORE @ WWW.FASTCAR.CO.UK



1900BHP GT-R

The title says it all really. Just check out this monster from the guys at Miami Performance Inc. Let's just say it shifts a bit.
www.fastcar.co.uk/videos/1900bhp-nismo-gt-r



SUPERCAR SMASHES

OK, so this one made us wince as much as it made us laugh. It just proves that you can buy a supercar but can't buy driving skill. Unfortunately.
www.fastcar.co.uk/videos/idiots-in-supercars



NOSTALGIA NATIONALS

What could possibly be better than a shed load of pre-1973 cars hitting the world-famous Santa Pod strip? Retro nuts rejoice!
www.fastcar.co.uk/videos/nostalgia-nationals-2018



You What?

According to Glenda, our only remaining resident Bristolian, the West Country hasn't changed a bit since the rest of us left. It's still just as confusing. And there was us thinking the roads were dangerous enough with his RS4 on 'em!

Facebook Fail

Fancy joining the Essex Constabulary? (Good to see you spelt that with an 'o' for once Midge - Jules.) Well, here's their latest recruitment drive that recently popped up on Initial G's Facebook. It certainly made us look twice. You definitely wanna put some ointment on that lads...



Dicky?

We all got a rare treat this month when we were invited to watch Tricky race the FC309 Thunder Saloon at Silverstone. We even got to get up close and see inside, where the real magic happens... although we're sure that's not how you spell his name on the steering wheel. There's definitely a 'ck' in there somewhere. He always was a better snapper than writer...



MAGNUS WALKER PORSCHE 924

The only man with a more famous beard than our Glenda. We're used to seeing Magnus with all sorts of rear-engine, air-cooled Porsches. Not this time though... www.fastcar.co.uk/videos/magnus-walker-porsche-924-carrera-gt



WÖRTHERSEE AFTERMOVIE

No FC containing a full-on Wörthersee report would be complete without a proper aftermovie too. Here's one from the boys at SlammedUK. www.fastcar.co.uk/videos/worthersee-2018-x-slammed-uk-aftermovie

Quiz results from page 8:

WORD SEARCH:

Rockford, Kenwood, Alpine, Pioneer, VIBE, Kicker, Focal and JVC.

Q1) Nissan 350Z

Q2) Ford GT40

Q3) VW Scirocco



BLAST FROM THE PAST ISSUE 100 — AUGUST 1995

In this very issue 23 years and 297 issues ago...

- It was the 100th issue of FC, eight years since the launch in 1987. We were all still at school. Well except for Initial G, obviously.
- We can't quite remember what all the cars in the cover feature had in common, but they were all quite zesty.
- These gangster Golfs would still hold their own today. We invented Euro here in the UK you know (probably).
- We take a Cossie or two to 60mph in under five seconds... and that was over two decades ago!
- 23 years later we're still saying the same thing: low IS the way to go!
- Manta, Sierra, Capri and Mk1 Escorts. All the cars you naturally associate with having a Rover V8 under the bonnet, then!



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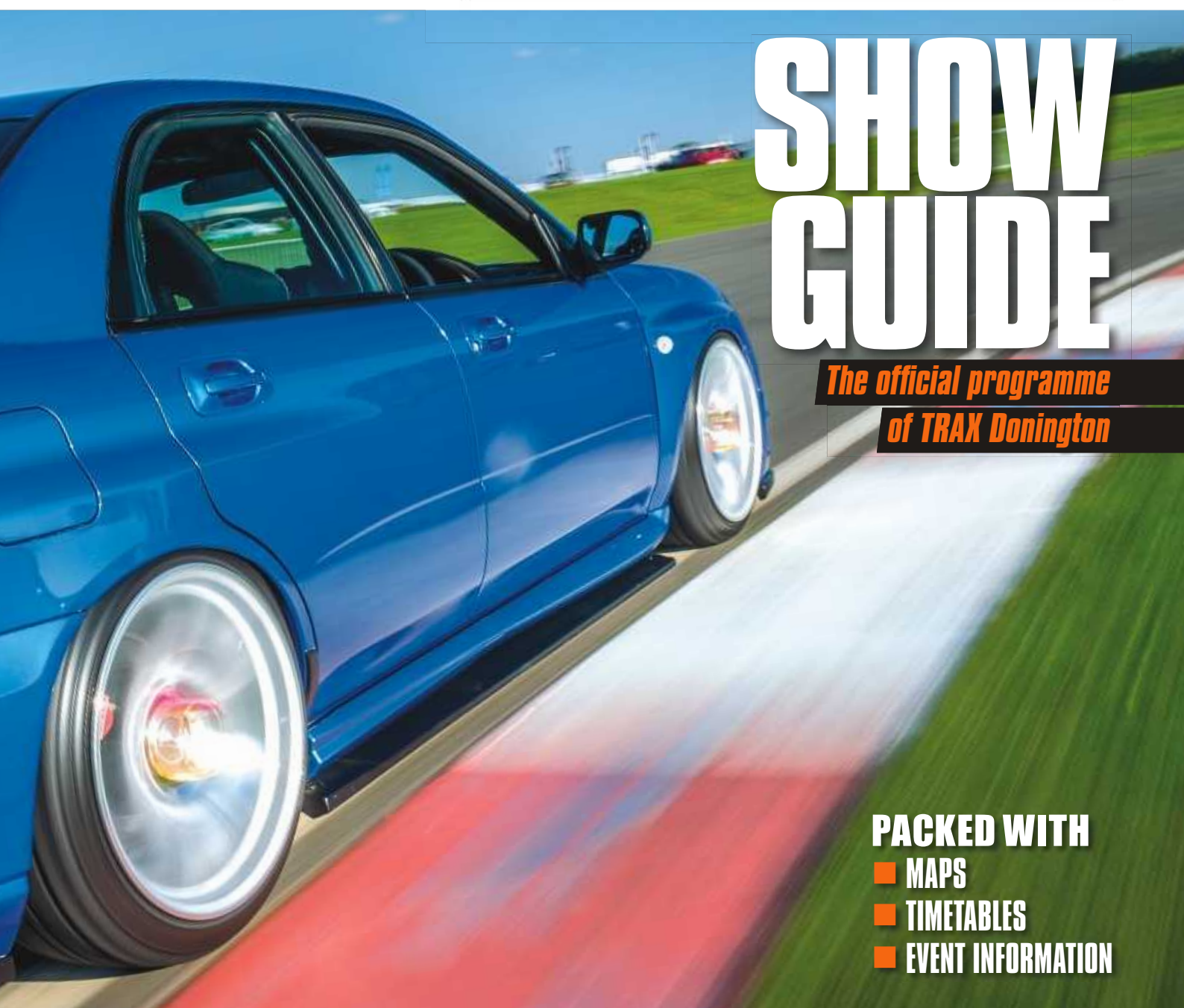
Sunday 1st July, Donington Park
www.traxshows.co.uk

TRAX

DONINGTON

SHOW GUIDE

*The official programme
of TRAX Donington*



PACKED WITH
■ **MAPS**
■ **TIMETABLES**
■ **EVENT INFORMATION**

LIVE ENTERTAINMENT



TRACK ACTION



RETAIL VILLAGE



HYPERCAR PADDOCK



K-SPORT

BRAKING EXPECTATIONS

As fitted on Adam Crispin's
Mitsubishi Evo X



BRAKE UPGRADE KITS

AVAILABLE FROM 286MM 4 POT TO 444MM 12 POT

The Forged Monoblock technology is standard on all front and majority of rear KSport brake kits from 286mm up to 444mm.

The new KSport calipers are a huge step up over the design traditionally used in brake kits within the fast road and track market. Rather than being a two piece cast caliper, KSport now use the same Forged Monoblock technology only normally found in the top end supercars and high end race cars. The advantage of using Forged Monoblock rather than the usual two piece cast design is much greater caliper rigidity.

Every step forward in reducing caliper flex can be felt directly through the drivers foot as an improved and firmer pedal, with more immediate braking response. Excessive pedal movement is often due to the caliper halves flexing apart, whereas the KSport Forged Monoblock design ensures all pressure applied to the pedal is transferred directly to pushing the pads against the rotors.

KSport also utilise a caliper retaining piece that acts as a substantial bridging support to further increase rigidity.



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Each kit comprises of all parts required for fitting

- > High rigidity aluminium calipers
- > Precision machined lightweight bells
- > Large diameter racing grooved rotors
- > High quality braided brake hoses
- > Mounting brackets and complete install pack

KITS AVAILABLE	286mm 6 Pot	304mm 6 Pot	330mm 8 Pot	356mm 8 Pot
	380mm 8 Pot	400mm 8 Pot	421mm 8 Pot	444mm 12 Pot

WWW.KSPORT.CO.UK
CALL 01274 683 633



Welcome to TRAX Donington

The Ultimate Performance Car Event

TRAX Donington is a brand new Fast Car Entertainment event for 2018! Inside this official programme you'll find handy maps, timetables, and the vital show info you need to get the very best out of your show experience.

Naturally, being held at Donington means that the circuit will be in full swing throughout the show, and we'd recommend that you don't miss the special demos and anniversary displays. A full timetable of the track and show action can be found over on page 126, so take a look.

TRAX Donington is also one of the best places to grab goodies for your modified car, whether that's a new performance part, a killer deal on your insurance or some new car cleaning kit. We've got it covered by the best brands in the business and you can find them setting up shop in the Retail Village.

Not only that but the event will host a live stage, a tyre challenge, and will be the home of Fast Car magazine for the day. There's loads to do at TRAX Donington, so make sure you don't miss out on any of it by utilizing this show guide.

Enjoy the show,

Fast Car Entertainment



What's On 108

All the attractions at this year's show.

Retail Spotlight 117

We take a closer look at this year's official event partners.

Event Site Map.....124

It isn't very nice getting lost, so make sure you don't with this handy map.

Event Timetable 126

Don't miss any of the above with this.





WHAT'S ON @

TRAX DONINGTON

Just what is going on at TRAX Donington? Allow us to explain...

Track time

One of the biggest attractions of the show will be the public track time, and why not? After all, we're talking about the hallowed ground of Donington Park Circuit here, and you don't get that chance every day!

So, why not take the opportunity to get your modified car out on one of the world's most renowned stretches of tarmac? You'll get to take on the legendary Craner Curves and test your bottle by finding the bravest braking point for the Old Hairpin, just like many of your favourite racing drivers. And all this in front of thousands of spectators too!

We've packed the track timetable with loads of sessions throughout the day so, no matter your experience or skill level, there will be a space for you. These sessions start at just £25, giving everyone the chance to get involved in some proper circuit heroics.

A full track timetable can be found on page 126 and tickets can be purchased in advance at www.traxshows.co.uk or on the day subject to availability.



Track Passengers...

Forgot your motor? Travelled to Donington with a mate? Well don't worry, you can still experience the thrills of the mighty circuit, all from the comfort of the passenger seat. If you've got a friend taking their car on track, you can ride shotgun with one of our passenger tickets. These can be purchased on the day or in advance at www.traxshows.co.uk



Blue Pig Magazine Cover Shoot

Fancy getting your modified pride and joy on the cover of your favourite magazine? Well, thanks to the guys at Blue Pig, now you can.

Blue Pig are offering everyone the chance of an exclusive, personalized photo shoot, and your three favourite shots will be immortalised on the cover of either Banzai or Fast Car, providing the ultimate keepsake for any true petrolhead.

Full sessions cost just £40 and can be booked in advance at www.traxshows.co.uk or at the Blue Pig Marquee on the day.

Auto Finesse SHOW & SHINE

One of the most coveted trophies of the whole season, the TRAX Donington Show & Shine Competition is set to bring plenty of the UK's most buffed motors with it.

All cars are preselected by our panel of judges who have spent the last few months narrowing down the entries to the top 20 cars that will be invited to battle it out in the Show & Shine Paddock. In the end, there can be only one winner of the Auto Finesse Trophy. Will it be you?



Club Displays - IN ASSOCIATION WITH THE INSURANCE FACTORY

Make sure you save time during your day at TRAX Donington to visit our dedicated Club Zone, where performance machinery from across the globe will amass in our extensive club display areas.

As always, the club cars will be out in force offering an unrivalled variety of modified models ranging from stripped-out track weapons and the most up-to-date performance motors, to entry-level builds and even the odd retro classic.

With so many clubs already booked, you can expect a huge turnout, all hoping to impress the crowds and win the hotly-contested Best Club trophy (along with £500 off their booking for next season). We're just glad it's not us that have to narrow down this monster display to one single winner. Once again, the judges will certainly have their work cut out!

WHAT'S ON

Individual Display

Not part of an official car club? No problem, there's still the chance to show off your pride and joy in our dedicated Individual Display Paddock. This immensely popular feature will delight owners and spectators alike as some of Europe's most jaw dropping rides turn up to show off exactly what they've got!

Big performance cars, celebrity rides, stanced street motors, and one or two crazy creations, even WE don't know exactly what's going to turn up, and that always makes it one of the most exciting areas of the whole event.



Retail Village

With more big-name traders than ever before, the TRAX Donington Retail Village will be awash with new products, top services, and, most importantly, plenty of bargains for your pride and joy.

Featuring some never-to-be-repeated special offers, show exclusives and a whole lot more, whatever you're after for your project, you'll find it right here! For more information on this head over to page 117.



The Audio Village

This year some of the world's biggest audio specialists are bringing the noise to our dedicated Audio Village. If you're thinking about taking your in-car entertainment to the next level, then this is the place to give your eyes and ears the treat they deserve.

From SQ speakers to turn the head of the most discerning of audiophiles, to the kind of woofers that can easily shake any shop window in a four-mile radius, you'll find it all here. And plenty more besides.



The Vibe Truck

Within the audio village you will find VIBE's famous Bass Tunnel. This custom-built, £500K soundstage contains 40 15-inch woofers and more extreme amplifiers than Wembley Stadium. You'll not only get to hear the bass with this one, but you'll definitely feel it too.

Not only that but VIBE Audio is bringing back the #truckme competition. Will it be you going home with some top audio kit as a prize?

To enter, simply walk over to the VIBE stand, take a selfie with the truck, upload it to your Instagram page and tag it with #truckme! The most eye-catching, fun, and creative images will be announced winners!

Magazine Stands

TRAX has always had the support of the world's best modified car magazines and this year is no exception. In fact, when it comes to every facet of car culture, Fast Car and Performance VW has it covered.

Fast Car and PVW will be laying on an extra special display of their past, present and future feature cars, and there will be one or two surprise guests too. You'll get to see everything from balls-to-the-wall performance cars and amazingly stanced show stoppers to the rarest of old skool legends, all in one place. Don't forget to swing by and pick up the latest issues, grab an exclusive T-shirt, or subscribe and save a ton of cash!



Anniversary Display

2018 is a milestone year for the VW Corrado as it celebrates its 30th birthday.

We are marking this milestone by putting on an extra special Anniversary Display of VW's legendary Coupe. The Corrado will be represented by some of the very best examples from all over the UK: think immaculate restorations to modified masterpieces. A serious attraction for the most dedicated VW connoisseur. Make sure you have a wander by the display; you won't be disappointed.



Torque GT Live Stage

The TRAX Donington Live Stage will be at the heart of the show with bands, DJs, interviews, features and all-round magical live entertainment throughout the day.

Here at TRAX HQ we've been busy organizing a full-on line-up to keep you captivated from the moment the gates open. We've included some very special surprise guests on the bill too... but we are keeping these a secret until the day.

If you want to find out more, you have to be there, but don't worry, you can't miss it - you'll hear this one from a mile away!



The Tyre Challenge

How fast can you change a wheel? We've provided the car and all the necessary equipment, so all you need to do is prove yourself against the clock. How hard can that be, eh? Well, to be honest, you'll be surprised at how even tyre-fitting professionals crack under the pressure!

Our ever-popular pit stop challenge is free to enter, and the fastest time of the day will win a top prize from one of our sponsors. You can have a go by signing up in the Tyre Challenge Area.

WHAT'S ON



For Sale Arena

Not found your dream project car yet? Well, have no fear, that's exactly why we're laying on the exclusive For Sale Arena. This all-new feature is a dedicated area for anyone wishing to buy or sell a modified car.

No dodgy second-hand dealers, no misleading internet listings, and definitely no messing about searching the entire country for a bargain. What you'll find here is simply like-minded members of the modifying community who may be selling exactly what your looking for.

Just turn up, see what's on offer, and maybe you'll be driving home in a new motor. Easy.

Iron Man Competition

Are you the strongest of all your mates? Well, we're asking you to prove it in the all-new Iron Man Competition. The objective is simple: all you have to do is hold a single tyre for as long as possible. Sounds easy, right? It's not!

If you think you have what it takes, head over to the main stage at 12:00 to sign up. There are only limited spaces available for this so be quick to be in with a chance of winning. The winner will receive the special Iron Man trophy, but, much more importantly, bragging rights forever more. That's got to be worth a shot!



Merchandise

Don't forget to visit the official TRAX Donington merchandise stand to pick up all sorts of souvenirs from the day, including T-shirts, bags, mugs and much more. We'll also have very special, unmissable magazine subscription offers for all your favourite titles.



LOTUS Action

The Lotus Drivers Club is exactly what it says on the tin: a club dedicated to Lotus owners who ultimately have a passion for driving! At TRAX Donington 2018, the club will be taking to track in two sessions dedicated to the Lotus marque. You'll see the likes of classic Elans and Sevens take on the modern Exige and Evora models as they battle it out on track. You'll then have the chance to see the cars up close and personal, as they'll be on display for the whole day.

Nottingham-based Lotus dealership Central Lotus will also be bringing along a full range of the firm's latest models. So if you like Lotus, you are well and truly catered for.



911 UK

911 UK will be teaming up with GT Porsche magazine for a really impressive display of 911s from three decades for TRAX Donington 2018. Make sure you don't miss this all-guns-blazing display, especially if you are a big fan of porkers.

Track Day Paddock

We're celebrating motorsport with a paddock dedicated to famous examples and modern day track cars. The most iconic cars have always been those fired in the crucible of motorsport. Winning on circuit gives these 'hero' models enough kudos among the buying public to filter down to the high street and increase sales. If you're a fan of motorsport then you can't afford to miss this paddock or session on track.



Sporting Bears

We are very happy to announce that Sporting Bears Motor Club will be joining us at TRAX Donington hosting its famous Dream Rides for showgoers! The Sporting Bears is a club full of supercar and sports car owners who come together all in the name of children's charities and has raised over £1,500,000 for good causes over its 27-year history. All the money raised by the Dream Rides passenger rides will be donated to Rainbows Children's Hospice in Loughborough. A very worthy cause, so dig deep and show your support.

WHAT'S ON

M Car Display

We're putting together a special display of 20 M cars to show off the brand's highlights; from the iconic E30 M3 right through to the latest F80, as well as the newest additions M2 and M4, not forgetting the M5 and M6 models, of course. You'll be able to ogle over beautiful examples throughout the day. If you're a BMW fan, this is a display not to be missed!



E46 3 SERIES

It's often said that the E46 is one of the sweet spots in BMW's history. While the M3 is the car that's most spoken about, its regular models were brilliant cars that people aspired to own. We're putting together another BMW display to celebrate the 20th anniversary of the E46, covering all variants of the model both in completely standard form and, of course, the beautiful show cars that exist today.

Photography UK

Photography UK will be offering arrival photographs for showgoers to purchase on the day. With professional photographers situated at the entrance, they're sure to grab a snap of you and your car as you make your way into the show. The Photography UK stand can be found in the heart of the Retail Village - if your car is in the show, your picture will be in there! With on-site printing facilities, Photography UK will be offering 9x6-inch and 12x8-inch framed and unframed copies of your arrival photo to take away with you as a memento of the day. After the show, all images will be available to view on the Photography UK website, where you'll be able to order a selection of products, and also find images from previous shows - www.photography-uk.com



Supercar Corner

For TRAX Donington we are bringing showgoers Supercar Corner, an area dedicated solely to the flagship cars of our scene. Ferraris and Lamborghinis will sit side by side with other marques for showgoers to ogle over. We also have the McLaren P1 and other surprises lined up, so get your cameras ready!



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Retail Spotlight

Don't miss the chance to grab a bargain or three from the huge trade area at TRAX Donington...

TRAX Donington offers car enthusiasts the chance to bag themselves a bargain at the famed Retail Village. You'll find everything you could ever need for your modified car, from performance upgrades, styling products, hard-to-source accessories, and even car-inspired clothing...



Goodridge

We're delighted to welcome Goodridge as the official brake hose partner of TRAX Donington. Since 1969 Goodridge has been the world's leading designer and manufacturer of fluid transfer systems. Goodridge engineer bespoke systems for the full range of vehicle fluid transfer applications but is best known for its innovative performance braided stainless steel brake lines...

The design

Goodridge Performance brake line kits feature the finest quality hose comprising a PTFE inner liner with a stainless steel outer braid. The brake lines offer flexibility and perfect fit, and such superior resistance to abrasion and corrosion that they come with a lifetime guarantee for as long as you keep the vehicle. Brake line kits are complemented by a comprehensive range of precisely engineered fittings to completely match every OE system. All fittings are designed to fit first time with no need for bending banjos or badly fitting universal parts. Goodridge can also produce completely bespoke brake lines for custom build systems with the same precision technology and benefits.

The difference

Goodridge Performance stainless steel brake lines eliminate spongy pedal feel under arduous conditions, offering much-improved



braking, consistency, reliability and safety. They do not degrade like rubber lines and do not corrode like OEM lines.

Goodridge is the only performance hose manufacturer that is also a tier one supplier to over 25 worldwide vehicle manufacturers including BMW, Aston Martin, Jaguar, Bentley, Lotus, Triumph, Ariel, Morgan, Caterham and many more. Companies such as these only use the best products on the market and Goodridge Performance brake lines are fully TUV, ISO, TS, ABE, ADR, DOT approved.

Goodridge has ten locations worldwide and over 250 handpicked dealers to fully support its customers anywhere in the world. It is a UK established company with

its head office still in the UK where it designs, engineers, and manufactures its own fittings and components.

Goodridge supply to championship winning motorsport teams across the globe, including World Rally Championship, World Endurance Championship, Formula One, British Super Bikes, and British Touring Cars. These teams only use the best products to enable them to win, not products they are paid to use.

Innovation and quality underpin every development at Goodridge; with well-established roots in motorsport and a reputation trusted by champions, Goodridge is the only name to consider for fluid transfer systems.





Apex Performance

Established in 2001, Apex is now one of the largest performance parts suppliers in Europe and has built up an impressive portfolio of brands, including chassis Goliaths BC Racing, K-Sport, and Hardrace. Apex will be showcasing all of these products on its huge display at TRAX Donington. Here's our quick guide to each brand and what they represent.



Hardrace

Alignment and Bush Partner

Hardrace was founded in 1998 and specialises in designing, manufacturing and marketing reinforced chassis parts for race and road cars. An enthusiasm for high speed and precise car control led this Bradford based firm to specialise in chassis development. A passion for innovation and an insistence on quality means Hardrace provides the finest products using the latest materials and technology, from performance bushings to anti-dust pillow ball suspension arms. Professional drivers test all new Hardrace products to their limits on circuits under extreme conditions. This usually ensures the product is right first time, but Hardrace will also respond to feedback and make modifications until you're 100 percent satisfied.

www.hardrace.co.uk



K-Sport

Performance Brake Partner

K-Sport UK is the world's largest K-Sport brake distributor and has been working hand in hand with the factory since the release of the very first prototypes. No other distributor has more experience of the K-Sport big brake kit range. The K-Sport kits can hold their own when pitted against the biggest and most established brands on the market: not only in terms of outright performance but also in their incredible reliability and durability. The special twin-piston seal design is more than a match for the worst that a British winter can throw at it and it can shrug off salt and dirt without a problem. Issues with sticking pistons and failed leaking seals just don't happen with these kits.

www.ksport.co.uk



BC Racing

Suspension Partner

Coilovers from BC Racing are the pinnacle of adjustable performance for your ride. They're designed to compete at the very highest levels and take the punishment of circuit and fast road abuse in their stride. The BR Series Street and Circuit Coilover offers height adjustability via a bottom mount (to maintain full damper travel), aluminium top plates, pillowball upper mounts, and a dust boot to protect the damper seals. The dampers themselves incorporate a large 46mm diameter piston, housed within a 53mm diameter damper body to ensure maximum oil capacity. Damping has been worked out so carefully that BC units are filled with a viscosity of oil that favourably alters the damping to take account of the oil heating up during hard use. The large capacity of the oil reservoir in BC dampers reduces temperature fade of the oil keeping damping performance at the highest possible level. BC's damper units are also pressurised with nitrogen gas that reduces the aeration of the oil and improves damper consistency and damping quality. The BC range provides a great bang for your buck coilover set-up that combines street and circuit use very well. With an entry level price coupled with excellent performance, you'll be hard pushed to find a coilover quite as capable for anywhere near the same price tag.

www.bc-racing.co.uk



BC Forged Wheels

Built to meet the JWL/VIA standards, BC Forged Wheels epitomise lightweight, high durability and strength to provide you with the visual upgrades you want at home, while also providing that extra weight saving on the track. Whether it's a classic or contemporary look, BC Forged covers all bases thanks to their very own designs.

Formed in 2010, BC Forged Wheels produce custom multipiece/monoblock wheels that are machined from T6061 aluminium with precision, finished in various styles to the highest of standards.

www.bcforged.co.uk



Midbass Audio Village

Fast Car Entertainment has teamed up with audio giants Midbass to bring the first ever Audio Village to TRAX Donington.

Midbass is one of the largest audio manufacturers and distributors in the UK. And with over 18 years experience, it has an ever broadening portfolio of products for a wide range of applications, including home audio, TV, gaming, and, of course, car audio. Its flagship car audio brand is VIBE, one of the biggest brands in the automotive audio industry.

At the heart of the Midbass Audio Village,

you'll find the VIBE truck that houses the notorious bass tunnel that will be giving off good (and deep) VIBE-rations during its live demo sessions. The truck also boasts a full PA rig and DJ set-up, which they'll be putting to good use with DJ sets and giveaways – if you don't see 'em, you'll definitely hear 'em.

Midbass will also be bringing along a fleet of its latest and greatest demo cars, showcasing its range of products and brands. Make sure you pop over for the ultimate audio visual experience.





Get Covered

You take care of the modifying, let Reis Motorsport take care of your insurance



Reis Motorsport Insurance is a leading specialist broker, arranging bespoke cover for all levels of motorsport from professional teams and drivers through to club amateurs and enthusiasts.

They can also arrange road motor insurance for non-standard vehicles, high performance, modified, and competition cars, as well as on-track liability cover for organisers and personal accident cover.

Mark Taylor – Operations Manager tells us more about the company...



Q) WHY DO I NEED SPECIFIC TRACK DAY INSURANCE?

A) Road insurance policies generally don't cover you for track days. But, whether you are competing or just having a fun day out with friends, it's important to have the right cover. Say your car catches fire, or you get hit on the track, you could be the one paying for the repair. You may even require medical cover, whether here or abroad, so it's important to have access to professional medical claims advisors who can deal with arranging medical care should you need it.

speaking, no two policies are the same so we take the time to understand our client's needs, and we love modified cars. In fact, the more modifications the better! We know some are purely aesthetic, but some are there to enhance performance too. So we can even offer an option to add track insurance, providing cover for up to six track days.

Q) WHY SHOULD I CHOOSE REIS?

A) As a team we have over 70-years' experience between us, and we understand the market. Generally

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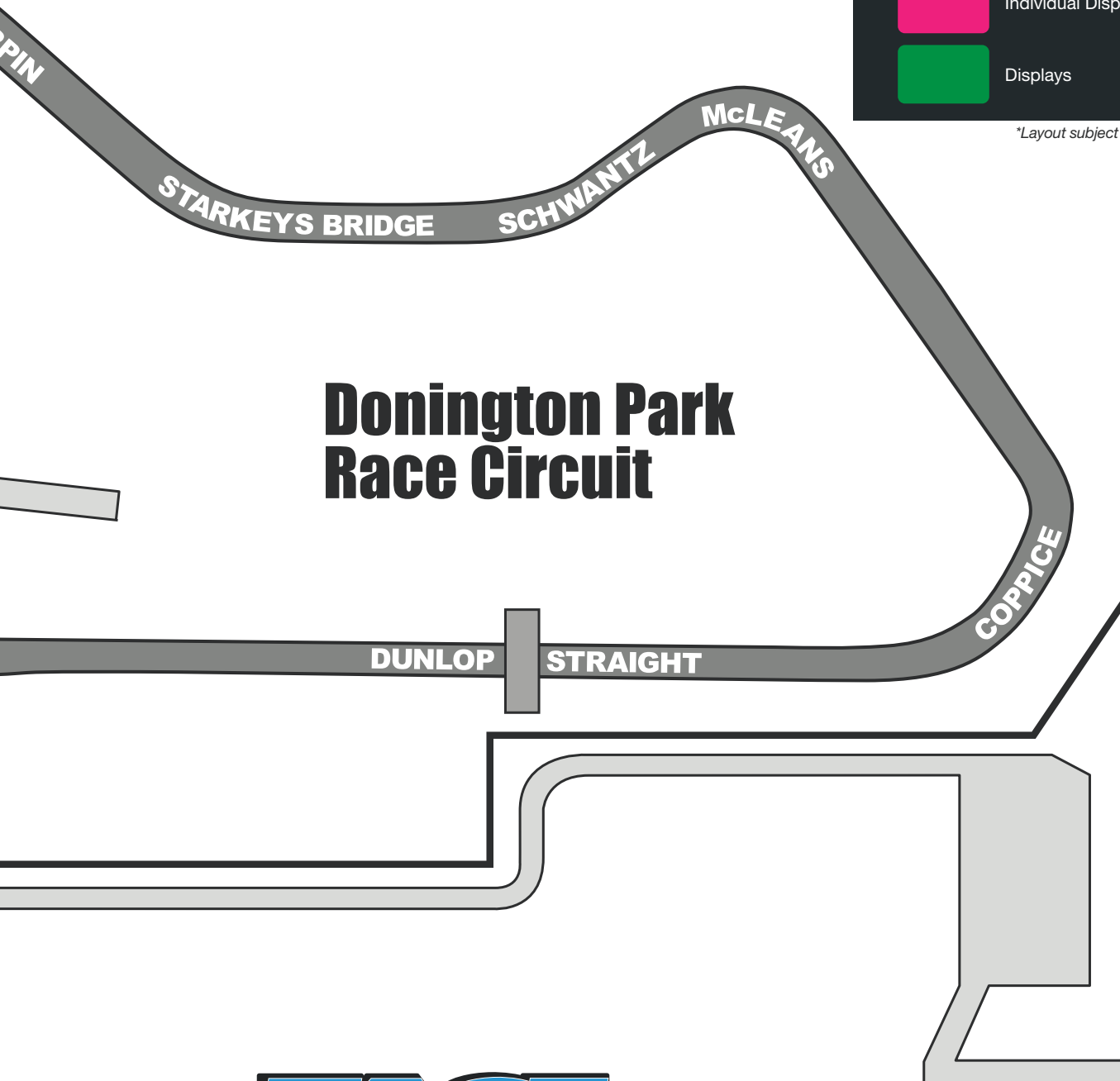




KEY

- Retail Village
- Clubs
- Track
- Individual Display
- Displays

**Layout subject to change*



Donington Park Race Circuit

FAST
car

EVENT TIMETABLE

There's loads going on at this year's show, so when you're not shopping in the Retail Village or checking out the magazine show cars and hundreds of club cars, make sure you don't miss these key events at TRAX Donington...



TIME	ACTIVITY	LOCATION
9:00	Show Opens	Gates
10:00 - 10:15	Club Interview	Stage
10:00	Lotus Drivers Club Track Session	Track
10:30 - 10:45	Feature Car Interview	Ramp/Stage
11:00 - 11:30	Live Music - The Cold Heart Revue	Stage
12:00 - 12:15	Best Club Stand Announced	Stage
12:15 - 12:45	Iron Man Challenge	Stage
13:00 - 13:15	Best Club One-Make Announced	Stage
13:00	Mpire UK Track Session	Track
13:30 - 13:45	Club Interview	Stage
14:00 - 14:15	Best Regional Club Announced	Stage
14:00	Motorsport Paddock Track Session	Track
14:30 - 14:45	Show & Shine Winner Announced	Stage
15:00 - 15:15	Club Interview	Stage
15:00	Lotus Drivers Club Track Session	Track
15:30 - 15:45	Feature Car Interview	Ramp/Stage
16:00 - 16:15	Tyre Challenge Winner Announced	Stage
17:30	Show Closes	Gates

**Timetable subject to change*



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